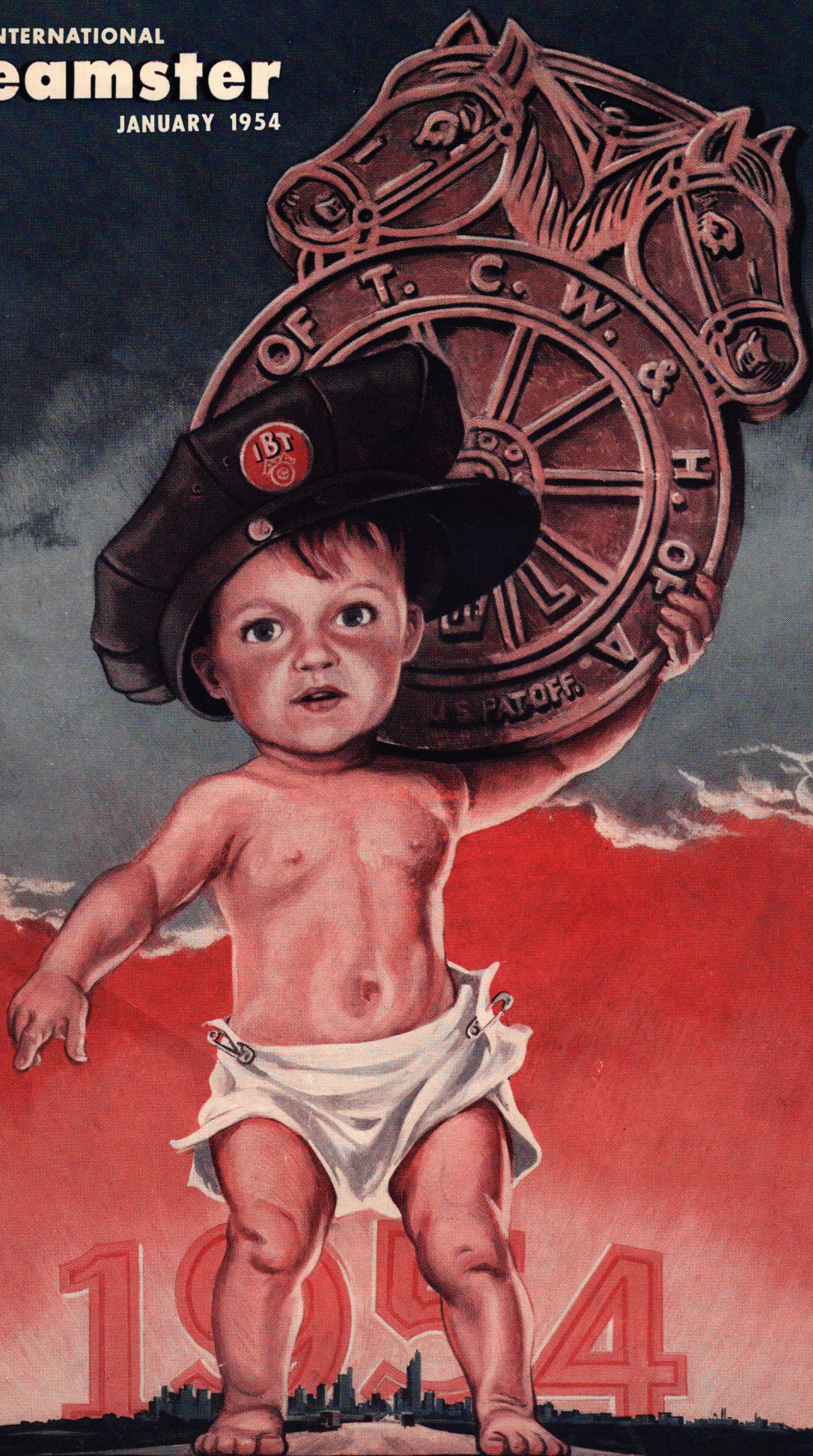


THE **T** INTERNATIONAL
eamster
JANUARY 1954



"ORGANIZE THE UNORGANIZED"... Dave Beck

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, January, 1904)

PRAISE FROM TRUSTEES

The International trustees had just finished auditing the books of the General Secretary-Treasurer. They had high praise for the neat and accurate accounts of General Secretary-Treasurer E. L. Turley, who had only taken over his duties a few months before, when the two big Teamster organizations were amalgamated. At this time the Teamsters ranked third in the nation in membership, and the General Secretary-Treasurer had done an excellent job of putting his new office in order for the work ahead.

NEW BUTTONS READY

General Secretary-Treasurer Turley was also receiving compliments from many local unions on the design and manufacture of the new official button of the



International Brotherhood. The wheel in the design was of blue enamel, with the lettering and lines of the design in gold set against a white field. The button was in a shield pattern. The jeweler was not able to turn out the buttons fast enough to fill the orders received at the International Office.

SYMPATHY FOR DRIVERS

One Chicago newspaper—"The Chicago American"—had words of sympathy and praise for the organized Teamsters of the period. The "American" put up a strong argument in favor of justice for recently victorious drivers in New York City. Said the newspaper:

"During the recent strike of the cab drivers that work for the big New York companies the employers uttered a familiar shriek:

"The men want to run our business, and we'll die first!"

"That's a good old shriek, but almost worn out.

"The men wanted a chance to go home and go to sleep.

"Is that 'managing their employers' business'?"

"The men wanted to have ordinary lives, with some chances to get acquainted with their families, some time to see their children.

"Is that 'managing their employers' business'?"

"Laboring men—like other Americans—are sometimes unreasonable. But the driver who protests against working 20 hours at a stretch on the plea that his employer needs the money is not unreasonable. As a matter of fact, what is the 'business' that has to be 'managed'?"

"It's the driving of cabs, the sitting out in the cold, the holding of horses on slippery pavements, the dodging of lightning trolleys—and all the rest of it."

LIGHTNING ROD AGENT

The official magazine had a parable to relate for those employers who would tell their employees to stay out of labor unions, because "they were just looking out for their employees' welfare."

Such a union-slanderer was like the lightning rod agent who tells the farmer, "I don't need money. I'm not selling lightning rods to make money. I'm selling them below cost, and you need not pay for them for six months. I will do this simply because I like you; I want to do you this favor to prove that I am deeply interested in your welfare and not to make anything for myself."

So the farmer signs a paper, which is actually an installment-buying note disguised and the agent disappears.

But when the bank with the note notifies Mr. Farmer, six months later, that it holds his note for \$100, when he thought he was getting \$25 worth of lightning rods for \$10, he tumbles. Then he understands exactly to what extent the agent was interested in his welfare.

CHICAGO STRIKE

Teamster livery drivers on strike in Chicago in January, 1903, found themselves falsely pictured by many elements of the daily press. The official magazine reported that no paper which was a member of a certain major press association "has ever taken the trouble to try and find out who is really to blame for the condition of affairs existing through the liverymen's strike in Chicago."

Teamsters were accused of refusing to drive or permit use of hearses to deliver bodies to local cemeteries. When a tragic fire broke out in a Chicago theater, the press association reported that the Teamsters refused to help get victims to hos-

pitals or help bury the dead. Teamster locals found themselves faced with all manner of public condemnation. Of course, the accusations were not true.

The newspapers made a great stir about "the drivers picketing funerals and not allowing hearses or carriages to participate in the last rites for the dead." Actually, there were carriages enough outside of those belonging to the Liverymen's Association (the employers, who were threatening to lock out striking drivers). There were Teamsters not on strike who could serve the undertakers' needs.

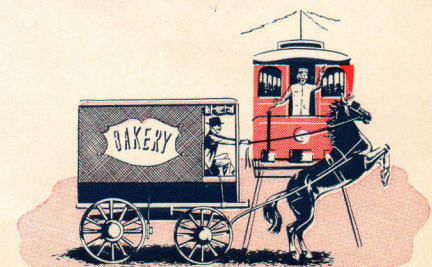
The undertakers and liverymen worked in collusion to break the Teamsters' union, however. When a carriage was offered for service by a member of the owner-operator union not on strike, its services were declined by the undertaker, and when one of the smaller undertakers outside of the association offered to serve the bereaved family, he was refused a casket by the casket trust, which was in cahoots with management.

There were enough hearses, enough undertakers, and enough carriages for all funerals in the city, but the newspapers did not care to report it that way.

THEATER DISASTER

The Chicago livery drivers had not been on strike long before a public catastrophe occurred, which the livery owners used as a springboard to broadcast false reports about the strikers. A fire broke out in the Iroquois Theater and many persons died. Liveries were needed quickly to carry the injured to hospitals and to remove the dead to the morgue and funeral homes. The strikers were, of course, scattered about the city.

While press wires were teeming with press reports that the Teamsters had refused assistance at the Iroquois Theater fire, General Organizer Albert Young, who had charge of the strike, was sending out orders for the men to report back to work on a ten-day truce to help bury the dead and work in the aftermath of the fire.



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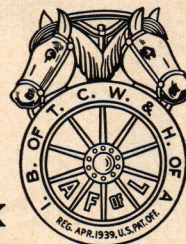
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

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NO. 1

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Our Cover:

Robust 1954, as symbolized on the cover, is obviously a youngster with a healthy future. Model for the artist's drawing was Stephen McEvoy, grandnephew of General President Dave Beck.

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

PLANNING FOR '54

I WOULD like to outline some of the activities which are priority items for our consideration as we enter the year 1954. Among these is the continued development of our organizational structure with its perfection of detail. This phase of work chiefly concerns the Central and Eastern Conferences of Teamsters which were organized during the past year. We face the job of perfecting the mechanism and procedures which will function in concert with the long-established, smoothly flowing operation of trade division work now prevailing among Teamsters in the 11 Western States.

To accomplish this, frequent meetings will, for the present, be necessary. These meetings may have to be held every six months or even more often in the immediate future, later developing into annual meetings as we develop the smoothness of organization and operation evolving from actual conference and trade division experience, that will thus be achieved.

High on our priority list for 1954 is perfection of the Automotive Trade's Division with its jurisdiction over garage, service station and automotive trades work. Tremendous interest must be developed and especial attention directed to this division. It was to help focus special attention on the importance of this division and its task ahead that we inaugurated last month the miniature truck sales campaign whereby scale model trucks were and are being made available bearing our union shop sign and emblem.

We will continue similar work throughout the year and will continually acquaint our locals, joint councils, trade divisions and conferences with opportunities to participate in publicity programs to accomplish our aims.

Such accomplishments to be made possible will require complete publicity activities, public relations and educational programs directed to our general membership and over-the-road truckers to local cartage and service delivery trades in particular. The chief target of this program will be directed to the goal of having all members patronize only those gas stations and other retail outlets selling gasoline, oil, tires, etc., that display our shop card. We will direct especial educational work emphasizing the tremendous importance of utilizing the purchasing power of our individual members which if it is channelled to purchase only from outlets displaying the Teamster shop card, will guarantee tremendous increase in work for Teamsters.

We will exercise every economic resource we possess toward the end

that there be incorporated in Teamster contracts a recognition of the principle of patronizing sales outlets which have union shop cards displayed.

The problem of the so-called "piggy-back" method of hauling trailers by rail will come in for our continued attention. We will call together a committee early this month to set up procedures and machinery to make a study of this problem and recommend policy to our Joint Executive Board.

In the field of over the road trucking, we have been deeply concerned about the onerous problem of trip-leasing and so-called "gypsy" trucking. Recent postponement by the Interstate Commerce Commission for one year of trip-lease regulations concerns us greatly. The action of postponement, the reasons and influences shrouded in secrecy by the I.C.C., again emphasizes to us the fact that the trucking industry will never get fair play from the I.C.C. until there are appointed to the Commission men whose background and training make them competent to understand the problems of the trucking industry. This we have emphasized to the President.

Under a reassignment of organizing personnel, we have sent Organizer Henry Burger to New Orleans. Other reassignments will be made until we locate our organizers where we feel that their experience and training can best be suited to the needs of this International Union's organizing problems. We must especially intensify our organizing in unorganized areas.

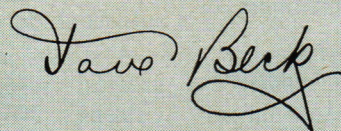
In connection with stepping up our organizing work we have opened an office in New York in conjunction with the Eastern Conference of Teamsters. We will shortly discuss with the Central Conference of Teamsters the desirability of opening an organizing office in Chicago. These new offices will be operated jointly on a matching fund basis.

In conjunction with the Advisory Committee to the Trucking Industry, intensive study is being given the developments of handling mail by truck. In this issue of our magazine we have a special report on how money is being saved and mail is being speeded in the St. Louis area. Similar reports are scheduled to be made from time to time on the mail by truck operation. We must guard against gypsy operation and violation of safety standards and insist that contracts provide for maximum hours for drivers and helpers.

I emphasize and re-emphasize the importance of the development of patronage of our union shop card. I repeat, we will throughout 1954 concentrate on our shop card and union label. Our own membership's personal salaries represent tremendous purchasing power and that purchasing power should be directed toward those firms which display our shop card.

The problems ahead in 1954 are many, but we are developing organizational techniques and procedures which should spell success on every front. We look forward with confidence to the months ahead and feel certain that a year from now the International Brotherhood of Teamsters will show a marked growth in membership with resultant betterment of wages, hours and conditions of employment including welfare and insurance programs.

Fraternally,

A handwritten signature in cursive script, reading "Dave Beck". The signature is written in dark ink and is positioned above the printed title "General President."

General President.

Beck Urges Justice For Judges

*Supports Salary Increases, Other
Benefits for Judiciary; Also Will
Favor Pay Hikes for Congressmen*

A STRONG plea for economic justice for the Federal judiciary was made by General President Dave Beck before the Commission on Judicial and Congressional Salaries on the opening day of its public hearings in Washington, D. C., December 15.

President Beck had been invited to appear before the Commission and present his views, but out of town commitments prevented a personal presentation. J. Albert Woll, general counsel of the Teamsters, appeared before the Commission and gave the statement on Mr. Beck's behalf.

Three recommendations to the Commission were made by the general president: an increase in salaries for Federal judges, establishment of a widow's allowance and consideration for an expense account for official business. Mr. Beck's statement has been sent to all joint councils and to members of Congress.

CRUMBOCK ON COMMISSION

A statement on congressional salaries may be issued somewhat later, the Beck statement indicated. A pay hike for members of Congress was also favored, but not discussed

in detail in the statement before the Commission.

More than two dozen outstanding citizens comprise the Commission on Judicial and Congressional Salaries. On this commission is Teamster Vice President Edward Crumbock, Philadelphia, an appointee of President Eisenhower.

In order that Teamster members might be fully informed on the policy presented by the general president, the statement as offered before the Commission is printed below in full.

STATEMENT

by

DAVE BECK, General President
International Brotherhood of
Teamsters

To the Commission on Judicial and Congressional Salaries—Bernard G. Segal, Chairman

Gentlemen:

Few proposals in public life have so claimed my support and attention as has the one designed to bring a measure of economic justice to the distinguished members of our judiciary. I had hoped it would be possible to appear before your Commission personally and present my views, but commitments which could not be changed have made it necessary to be away from Washington for the period during which hearings are being held. I respectfully request, therefore, that your Commission accept my statement as an expression of my views on the subject under consideration.

A strong judiciary is one of the greatest safeguards of American citizens. No higher responsibility can be asked of a citizen than that he be called upon to participate in the administration of justice. The bench is the protector of the very

fabric of our national life. It safeguards our liberties, prevents encroachments against the proper exercise of our rights and duties as citizens and is the repository of our safety—safety of our person and our property.

To discharge the responsibilities of the judicial arm of the Government we must have judges of exceptional quality, men who can be drawn from the bar of the country, and are willing to dedicate their lives to the welfare of the administration of justice. Nothing less than the best in character and ability will suffice to give our nation the kind of Federal bench it deserves. The high calibre of our present judges demonstrates devotion and dedication to the public service which are far beyond present financial rewards.

We cannot always depend on getting that best without adequate financial consideration. This means a decent salary, adequate correlative benefits, including provision for care of widows. As a nation we have seen tremendous economic changes in the last 15 years. The rising spiral of costs has curtailed the purchasing power of the dollar so that today as compared with 1939 the dollar will buy little more than half of what it did—52 cents as compared with 100 cents 14 years ago.

American industry has been active in safeguarding the welfare of its employees against the hardships of rising living costs. Trade union activity, I might observe, has had considerable to do with securing economic justice for millions of workers. But industry, by and large, has considered the necessity of meeting rising living costs with increased wages and salaries.

The Federal Government generally has increased salaries, although there is often a woeful lag in the pay of public servants, Federal judges have had no pay raise since 1946 (as compared with five in the federal service generally) and the rise in the cost of living due to inflationary increases has placed the judges at a great financial disadvantage as compared with other

(Continued on page 22)



THE NEW Parkview Memorial Hospital, hub of Fort Wayne's Operation Big Switch.

OPERATION

Big Switch

Teamsters Play Major Role in Mass Movement of Patients to New Hospital in Fort Wayne

“**O**PERATION Big Switch” was easy to explain. It was simply a mass movement of patients and babies, by continuous shuttling of vehicles, from old Methodist Hospital to the new \$5,000,000 Parkview Memorial Hospital on an 18-acre tract in Fort Wayne, Indiana. The distance between hospitals was 2½ miles.

But to avoid confusion and delay and make the patients as comfortable as possible in transit, to get them from one hospital to the other between breakfast and lunch, a task force of sturdy vehicles and drivers was needed.

The trucking industry—represented by Truck Drivers Local 414 of the Teamsters and the Fort Wayne Truck Operators' Association—donated its service to the worthy project and had the last patient on his way to the new hospital by 11 a. m. Local 414 supplied a hundred men for the job. They drove the semi-trailer trucks, they lifted 500-pound hospital beds on and off the trailers, they moved heavy equipment; in short, they were

the sturdy arms which made the operation possible. The Fort Wayne Chapter of the Indiana Motor Truck Association provided 27 trucks, truck tractors, and semi-trailers. In addition there were six ambulances and ten taxis. Local 414 men donated the services of an equal number of drivers and the necessary dockmen and riggers for handling the hospital equipment.

A total of 65 patients, in their new beds, and 11 babies, including five which were premature, were moved altogether. In separate trucks went practically all readily-movable equipment in the hospital. A local news reporter commented later that, by noon, “the dark old halls on the top floors of Methodist

Hospital began to have that discarded look.”

Operation Big Switch was completed with what *The Fort Wayne News-Sentinel* called “efficient teamwork.” Patients, except for those who went by ambulance or taxi, were moved first onto the ground floor of Methodist Hospital. There they were transferred into new electrically-controlled hospital beds destined for the new hospital. Attendants then rolled the new beds and their patients to the front door of the hospital, and 14 or more Teamsters in white coveralls strained to lift the 500-pound loads higher than their heads into the waiting semi-trailers. Nurses boarded the trucks with the patients. There was a

LEADERS of Operation Big Switch check final plans before the move gets under way. Police escorts stand by.



AN INVOCATION is offered by a local clergyman, as Teamsters and other participants launch the operation.





ABOVE—Part of the 27 trucks and trailers which lined up at Methodist Hospital on the morning of the big move.



LEFT—Ringed by admiring nurses, Dorothy Quinn, daughter of a Teamster, moves into the Parkview Memorial nursery.



BELOW—The sturdy arms of Fort Wayne Teamsters lift a 500-pound hospital bed from a Big Switch semi-trailer.

nurse with each patient and a male attendant with each truck. Nurses, carrying babies, rode in the cabs, while the new mothers rode behind. The five premature babies in the mass movement were taken to Parkview by ambulance.

Each truck flew a flag with a red cross emblazoned upon it. Truck tires were deflated to 20 pounds pressure for smoother riding of the patients.

City police and personnel from the county sheriff's office aided by auxiliary police, gave Big Switch vehicles the right of way at every intersection along the route. The route read: "Lewis Street east to Anthony Boulevard, turn left to State, then right to the hospital."

It was a big operation, and Fort Wayne citizens lined the curbs at many spots to see the mass movement. State and city Civil Defense officials and state police observers viewed the operation from the sidelines, studying the ways in which trucks might be used in defense or storm emergencies.

Frederick Cretors, Indiana Director of Civil Defense, said, "Civil Defense authorities have praised this effort as a demonstration of similar activities that might be required in time of war in transporting casualties from damaged hospitals or aid stations in a disaster zone."

The operation began when a truck pulled up to the back door of Methodist Hospital at 7 a. m. on the designated day. It picked up X-ray, business office equipment and general cargo and proceeded to Parkview.

THE MAYOR, left, and chief of police, right, with a driver, center; Gene San Soucie and Gene Messmore, standing; at a special dinner.



Actual moving of patients began at 9 a. m., and for two hours bedfast patients, patients in wheelchairs and on foot poured out of the old hospital. At 9 a. m. the five premature babies were moved into ambulances. Sixth floor patients moved first; fifth floor patients second; fourth floor patients, third; and so on. Most mothers and babies were on the fourth floor and moved when their turn came.

One truck reported to the Lehman Nurses' Residence at 9 a. m. to move the belongings and furniture of the student nurses.

All ambulatory and wheel chair patients rode in taxis. Some adult patients moved by ambulance.

The last patient to leave was a 66-year-old retired policeman, who was wheeled into an ambulance by attendants and nurses, as the operation was completed.

Marring the complete success of the operation was the untimely death of a deputy sheriff in the convoy escort, who was stricken with a heart attack while driving to Parkview Hospital. The convoy was proceeding east on West State Boulevard when Clinton L. Conrad had the fatal attack and slumped over the wheel. His car jumped the curb and struck a utility pole. He was rushed to St. Joseph Hospital in a city ambulance, but was declared dead on arrival.

Patients were served breakfast at Methodist and lunch at Parkview. Flowers, radios and similar personal items were sent home by visitors before the operation began. Officials requested that no visitors be

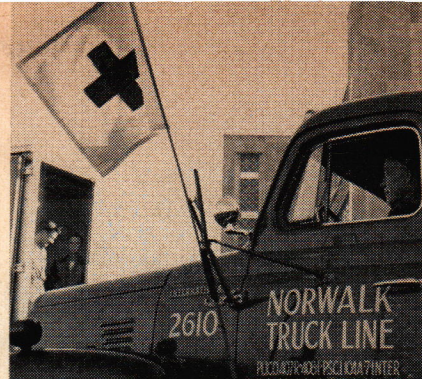
allowed into the hospitals on moving day, up to 7 p. m., except in cases of extreme emergency.

After the equipment had moved to the new hospital, freshmen student nurses took up new quarters in the old Methodist Hospital, and junior and senior student nurses moved to quarters on the fifth floor of the new hospital.

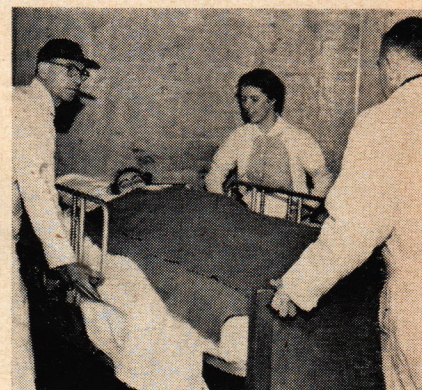
The New Parkview Memorial Hospital is one of the most modern health centers in the nation. It is the culmination of 75 years of progress in hospital care for the Indiana city. Starting with Fort Wayne City Hospital in 1878, the city fathers have moved from this early institution to Hope Hospital, then to Methodist, and finally to the new structure.

Parkview is a 240-bed institution with no wards. All patient rooms are either one or two bed rooms. Many labor-saving devices have been incorporated in the design of the structure to expedite service to sick and maimed. Each patient has an under-the-pillow radio speaker. Each room has automatic thermostatic control, a private telephone plug-in, a private lavatory and wash-room. An inter-communication system provides for two-way nurse-patient communication. The call button flashes a light in the nurse's station, and the ward clerk can immediately converse with the patient via the inter-com.

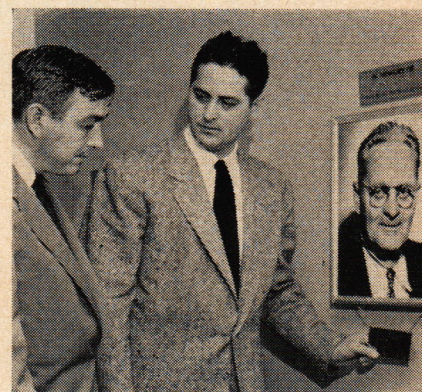
Teamsters of Fort Wayne, Local 414, can be proud of their strategic role in Operation Big Switch. Their participation made the mass movement a big, heart-warming success.



Each participating vehicle was marked with a red cross banner.

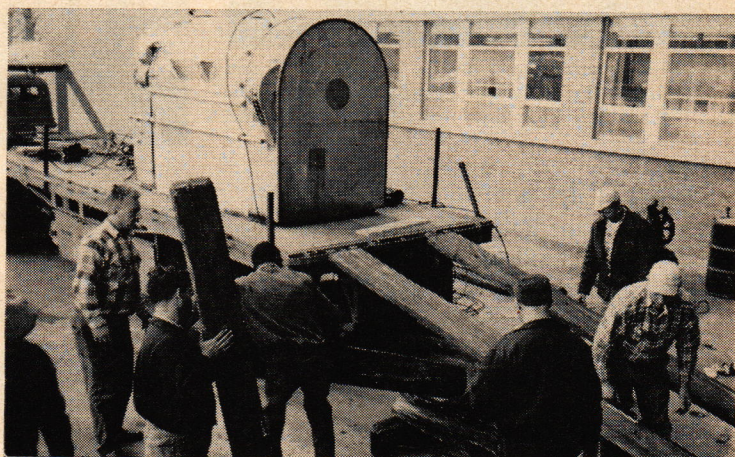
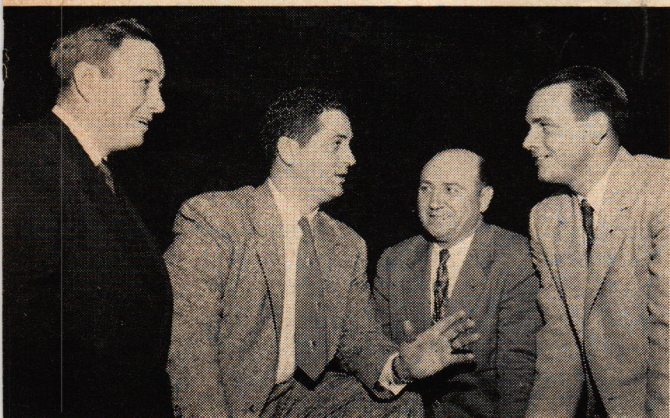


A patient is made comfortable inside a Big Switch trailer.



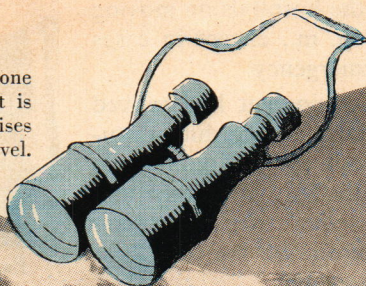
ROOM at Parkview to the memory of Pat Hess, late Local 414 officer.

UNION COMMITTEE for Big Switch included Gene Messmore, BA, second from left, Irvin Swygart, John Hamshire, and Merlin Rice, assistant business agents.



NINE TONS of laundry equipment comes off a flat-bed after a two-mile journey from old Methodist Hospital.

SNOWCAPPED MT. RAINIER is one of nature's wonders in the West. It is located 120 miles from Seattle and rises to height of 14,408 feet above sea level.



SEATTLE is called the "Gateway to the Orient" and is 1,500 miles nearer the Far East by the Great Circle Route than San Francisco saving transport time.

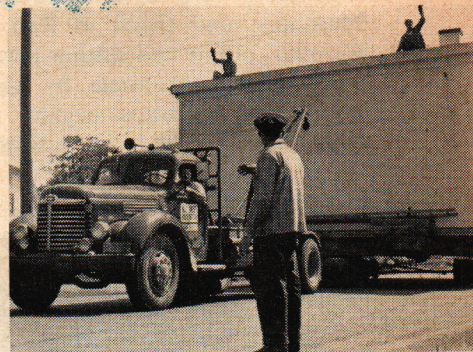
TRAIL-BLAZING is a lusty heritage in the Pacific Northwest and nowhere is modern trail-blazing in union affairs more in evidence than in Joint Council 28, Seattle, Wash.

The joint council has its headquarters in its own building (erected in 1933) at 552 Denny Way, Seattle. No. 28 includes all of Washington except two locals in the southwest affiliated with J. C. 37, Portland,

Oreg., and also includes one local union in Idaho, No. 551 at Coeur d'Alene. The imprint of Joint Council 28 on labor in the West has been especially strong and its leadership and pioneering have been felt in the entire Teamster movement.



A TACOMA sanitarium is served by Floyd Murphy, Morning Fresh driver, a member of Local 567.



TEAMSTERS move school unit in Tacoma; Jasper Tamburello, driver, E. P. Myers, foreman, Fred Wustney and Dan Tschita (on top).

In brief, the joint council:

- has developed one of the most thoroughly organized areas in the entire International Union;
- has pioneered in developing a close kinship with the economic, civic and commercial life of the



TEAMSTER Harry Jacobsen, driver for Galbraith & Company checks connection on his lumber truck before leaving with load.

region through direct participation of Teamster personnel in the life of the area;

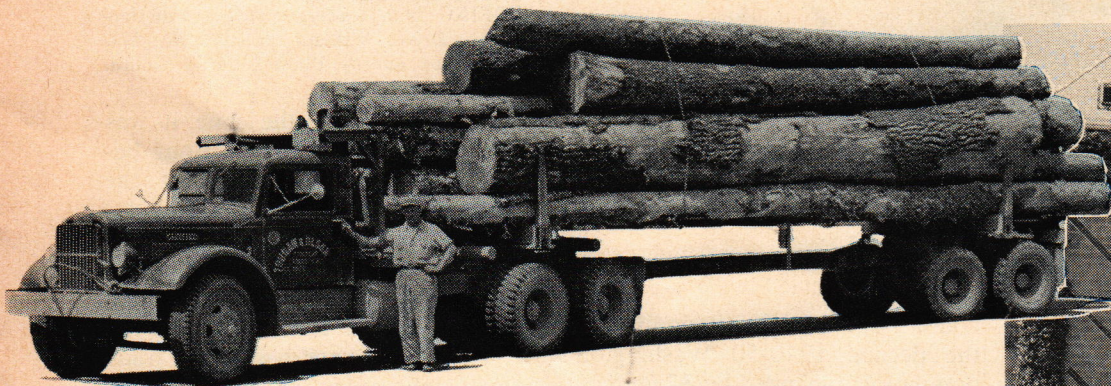
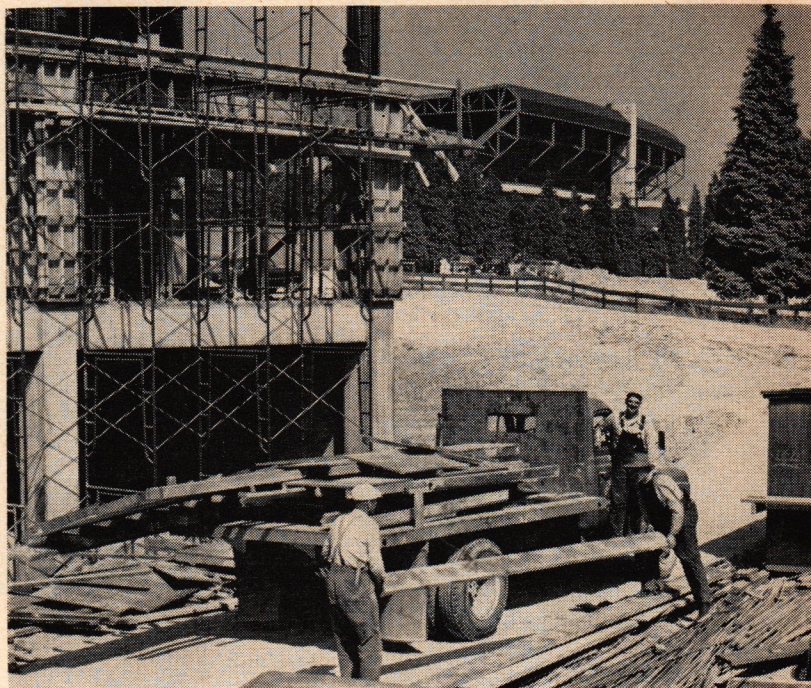
- has been a trail-blazer in Teamster techniques of organization and administration;
- is the birthplace of the conference system of organization which began with the Western Conference of Teamsters which has its headquarters in Seattle.

To understand what helps make the joint council so successful that it is regarded nationally as a leader in its class, one must understand

years ago. Washington is our nearest state to Alaska and Seattle is the shipping port for outbound vessels bound for the Territory. This close kinship with Alaska has been especially close since the arrival of the steamer *Portland* with a ton of gold July 17, 1897, during the fabulous gold rush. From that day on Seattle became the outfitting and export port for Alaska.

28 keeps a close watch on developments in Alaska and organizers report to the joint council on progress.

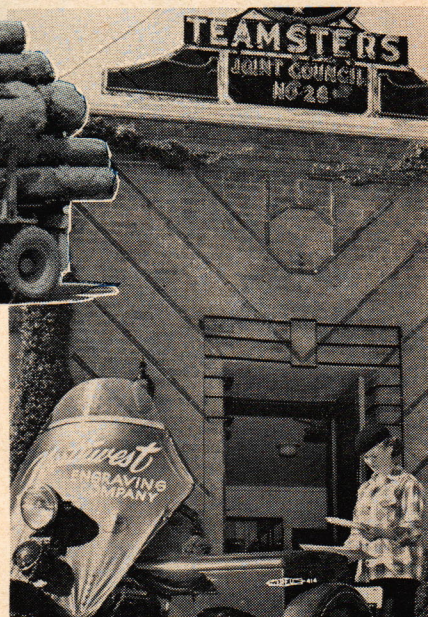
Determining the destiny of the region are the great forces of untold geologic past which formed the mountains, inlets and cut the gorges for the Western rivers. The mountains form a barrier in the West and a range in the eastern part of the state protects it from violent weather



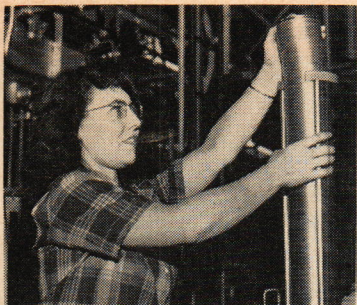
TIMBER is a major industry in Washington which ranks near the top of the list in lumber production. Teamster log hauler is Joe Strum, Local 910, Auburn.

the people and the influence on the people of the country and the spirit of the region. Washington is a big country, big enough to include all of New England and have enough left over for Delaware. It is young, having come into statehood only 64

Today Alaska is not only a great frontier for development of the Territory, it is also a frontier for Teamster organization. Of especial importance is the construction program which has been under way in the last few years and Joint Council



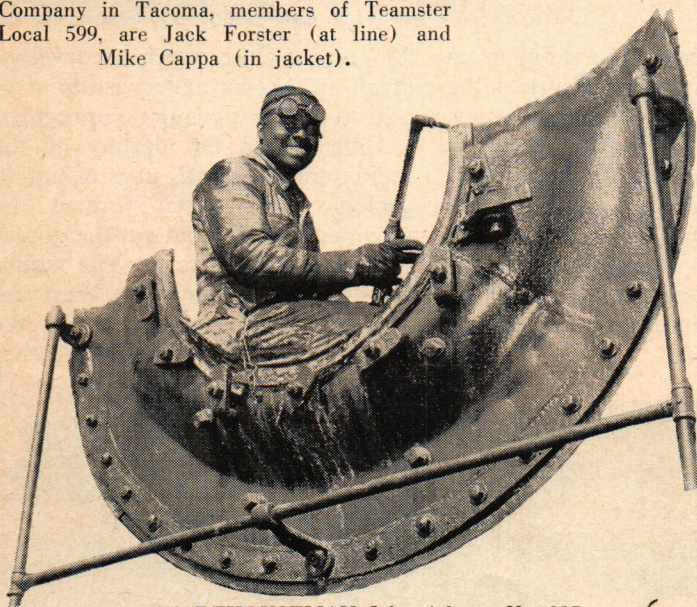
J. C. 28 building is destination of Miss Donna Walters of Northwest Engraving Company; she is a member of Local 309.



CANNING warehouse worker feeds ends into machine at Continental Can Co. She is Madeline Barton of 117.



WAREHOUSEMEN at Northwestern Drug Company in Tacoma, members of Teamster Local 599, are Jack Forster (at line) and Mike Cappa (in jacket).



WAREHOUSEMAN John Adams, No. 117 member, works for Seattle Iron & Metals Company.

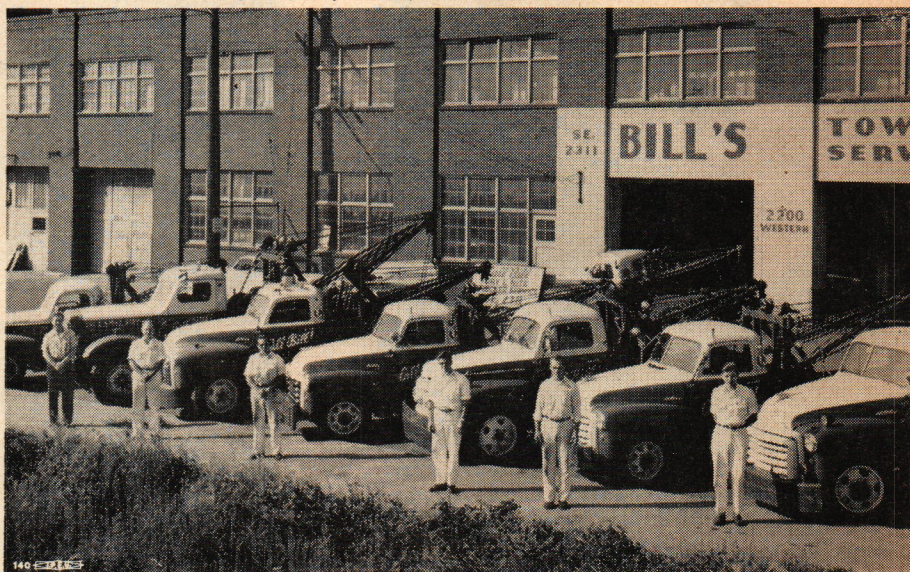
disturbances sweeping in from the east. This eastern barrier plus the Japanese current warming the western section give Washington a climate rivalled in equability, the state claims, only by southern Chile, New Zealand and parts of Northwestern Europe.

The climate and geography make for energetic development of resources and this the citizens have been doing since long before statehood. Teamsters likewise have long shown energy and enterprise in this vigorous and growing country—a

country still rapidly expanding. In the decade 1940-50 Washington's population expanded by 37 per cent, from 1,736,191 to 2,378,963. Estimates by the Columbia Basin Inter-Agency Committee on projected population says that Washington will add another 19 per cent between 1950 and 1960. The phenomenal growth is rivalled in the Northwest only by Oregon which shades it a little numerically.

The joint council with its 45 affiliated local unions is no overnight accident. The joint council has been

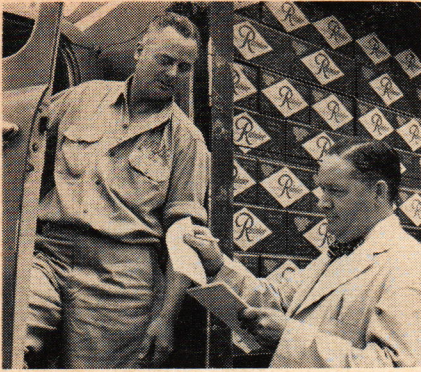
BILL'S TOWING drivers line up by garage (from left): Henry Houghton, John Towey, Fred Houghton, Ray Breda, James Pruitt and Robert Kerslake.



BOEING is a leading airplane manufacturer. Driver William Dresser, No. 174, is checked out by Plant Security Guard.

built solidly from the time it was organized back in 1916. Long before the formal founding of the council, 38 years ago, Teamster locals worked together even as far back as 1896 when milk wagon and ice wagon drivers cooperated to advance Teamster aims.

The joint council has been a trade union laboratory in which strong leadership for the Teamster movement has been developed. Many names prominent in the International Union and its various conferences and trade divisions are from Joint Council 28 locals. Two of the leading figures to come from this crucible are General President Beck and Frank W. Brewster, both of whom have held local, joint council and conference posts. They were leaders in joint council affairs and



BREWERIES in Seattle employ a number of Teamsters. Driver Henry Mylle gets last minute instructions from Shipping Superintendent Gene Drake; both belong to No. 174 and work for Rainier Brewery Company.

formed a strong team in the long road of organizing in the Northwest, later to expand in the 11 Western States.

Seattle Teamsters saw many years ago that the evolution of modern economic society created conditions and problems which could not be countered by local union or joint council action. To meet these changing demands of industry Dave Beck, having worked with locals and joint councils in the West, originated the idea of expanding the technique of teamwork from the joint council area to a many-state or regional area and in 1938 called a meeting of representatives of local unions and joint

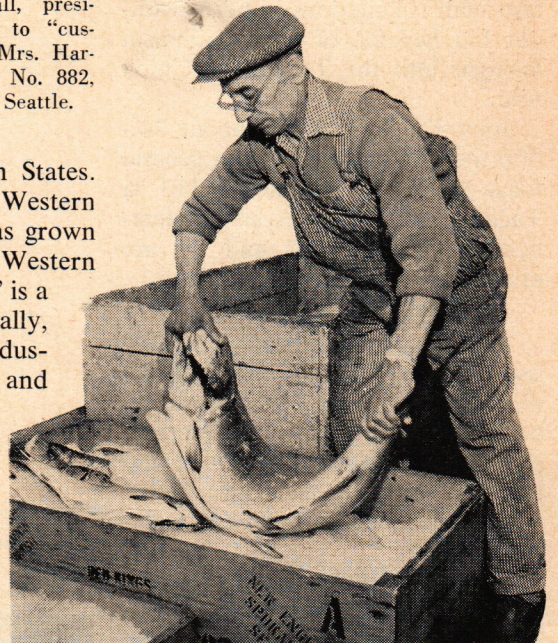
FILMS are being checked at Northwest Film Service, Inc. by Teamster Stanley Lawson, member of No. 174.



SALESMAN Lawrence Stenshall, president of No. 882, demonstrates to "customers" George Stromberg and Mrs. Harriet Devine, title clerk, both of No. 882, at Totem Pontiac salesroom, Seattle.

councils of the 11 Western States. From that initial session the Western Conference of Teamsters has grown to include unions in the 11 Western States—"11 Western States" is a phrase and concept incidentally, which has been utilized in industry trade associations, civic and professional groups.

While many have con-



FISHING is a major industry in Washington. Albert Bensal of No. 192, is employed by the Roosevelt Fish Company in Seattle. He delivers salmon.

worked through the years, JC President Brewster complimented them all and paid a special tribute to those who had worked diligently in the early period in behalf of the movement in Joint Council 28.

The thoroughness with which Seattle is organized under the Teamster banner would gratify the most exacting trade unionist and this has come about through the diligence of the joint council in which "cooperation" is more than a polite expression. In addition to the usual Teamster locals, the joint council has pioneered in the service field, such as filling stations, garages and tire



TEAMSTER Walter Pool of McKale's Inc., makes a delivery at one of firm's organized filling stations.

tributed—too many to name—at least four should be cited for their stalwart work through the years in helping to build Joint Council 28: Sam De Moss, now vice president, and three Teamster leaders no longer living—Harry W. Dail, secretary of the joint council in the late 20's; Claude O'Reilly, longtime president of Local 174, and J. D. McEwen, former vice president. In commenting on the men who had



SORTING rags at the Buffalo Sanitary Wipers Company are Maggie Lee Green and Avis Fuller, both are Teamsters.



WAREHOUSEMAN Edward Anderson of Local 130 is mounting lens in frames at the Columbian Optical Company.



RALPH J. BENJAMIN edits the well prepared Washington Teamster, official journal of Joint Council 28, Seattle.

shops and in sales in which auto salesmen and salesmen in many fields are organized. The warehousing activities in Joint Council 28 cover a wide and diversified field also with occupations hitherto without the benefits of trade unionism brought into the Teamsters' Union fold.

Joint Council 28 has about 36,000 members, Local 174, a general local in Seattle and Local 313 in Tacoma as the two largest in membership. Locals 117 and 44 are other large locals.

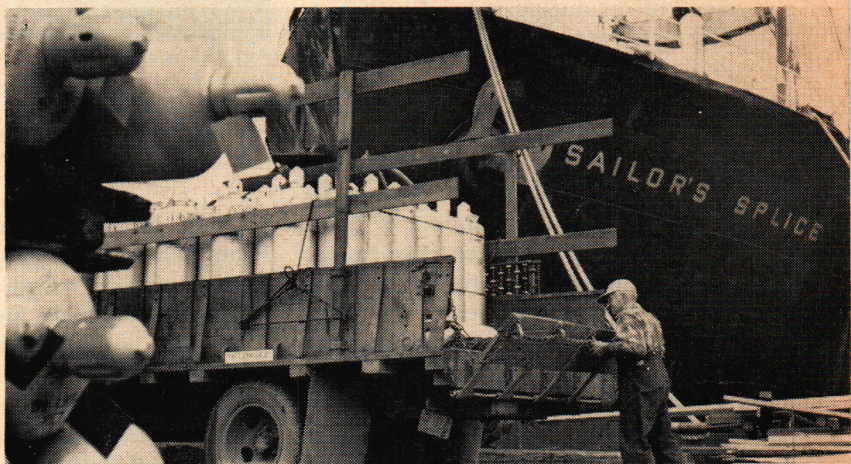
WEEKLY SESSION

The joint council holds a weekly session every Tuesday with all locals represented. These sessions have been important in organization and progress through the years. Every joint council in the International Union should adopt this weekly session idea.

In addition to their thorough organizing the joint council seeks to provide service to the members from the headquarters at 552 Denny Way. One of the primary items of service is the excellent weekly publication, *The Washington Teamster*, edited by Ralph J. Benjamin, one of the ablest and most respected newsmen on the Pacific Coast. Every joint council in the International Union should immediately study the value that would accrue from a weekly paper.

Space does not permit a discussion of the health and welfare program of the joint council, but a quick visit to the building on the joint council's property will do more than anything else to show a visitor that health and welfare form a going concern of vital importance to every member in the affiliated unions—

ALASKA draws heavily on Washington for supplies. Here Grove G. Voreis of the Richmond Beach Fuel & Transfer Company is delivering cargo to the *Sailor's Splice*, destined for Alaska. Teamster Voreis is a member of No. 174, largest local in J. C. 28.



DAIRY DRIVER John McNeil, Local 951, makes a delivery to young customer, Michael Allen in Tacoma. McNeil works for Arden Farms.



another field of Teamster trail-blazing by No. 28. Every claim is paid directly from the Teamster office by Teamster personnel.

As part of the technique of cooperation in which all locals help every local is the service provided through the Statistical Division. This division works on wage scales, contracts, research and economic background. When Teamster locals go into negotiations in Washington they are fortified with facts and figures. The solid preparation which is part of every joint council operation has become so traditional in No. 28 that the employers realize that in any dispute management must have an exceptionally well prepared case to overcome the evidence which Teamsters are always able to marshal in behalf of their members. This is another tremendous service which could be adopted with profit by every J. C.

The joint council maintains a strong legislative department and

keeps a close watch on legislators at Olympia, the state capital another great possibility for J. C.'s.

A FAMILIAR FIGURE

General President Beck has long been part of the Seattle scene. He resigned as president of the Western Conference of Teamsters when he was elected general president in 1952. Although he is no longer identified actively with the Western Conference of Teamsters, he maintains his home in Seattle and has set up a branch of the International

DON ROBERTS (with hat), business agent of Local 763, talks with fellow Teamsters at Riche's & Adams, magazine and news distributors, Clinton F. Gray, No. 763, Percy Langmaid, No. 174, and Aleck Kendall, No. 763.



Headquarters in Seattle to serve Teamster locals and joint councils in the West on national problems.

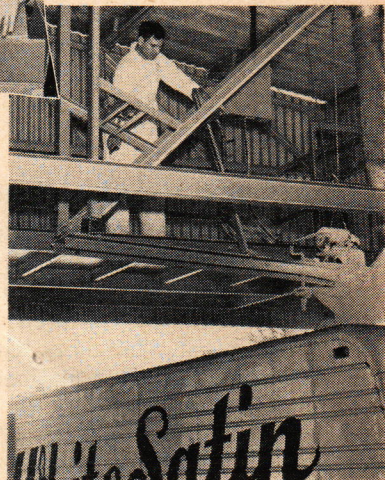
GREAT RESOURCES

Teamster locals serve Washington and its great resources—agriculture, shipping, industry, forestry, mining, recreation. The growing population provides an expanding market for the service and distribution industries and in these Teamster locals have an active program of organization.

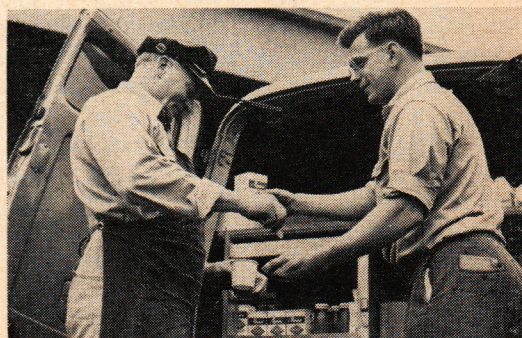
Agriculture has been called a billion dollar industry—including production, processing, warehousing and distribution and Teamsters help take the crop from can to consumer. Wheat is the state's No. 1 crop with a \$150 million yearly take with milk second as an agricultural resource—\$85 to \$100 million annually. Apples, one of the state's most famous crops ranks third in agriculture but even higher in publicity value for the state. Cattle comes



FOOD PACKING at Associated Grocers warehouse are Myrtle Foskett, Carmen Zipp, Mabel Varano and May Hickman with Dorothy De Maria on opposite side of food line.

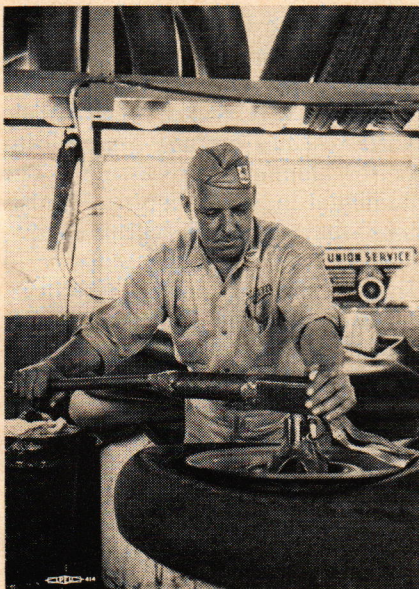


LIQUID SUGAR is hauled by Teamsters. Ralph Rush checks controls as tank truck is being loaded.



A QUICK LUNCH is sold by Local 353 member, Ronald M. Law to Teamster Henry T. Henstone, No. 174, at the Northern Pacific loading docks, Seattle.

TIREMAN Hamilton Tibbils, Local 44 member, is employed by Standard Service Tire Company.



next followed by hay and poultry. Teamsters figure heavily in all phases of the state's great agriculture industry, helping to move the crops, process them through the seven cannery locals and warehouse and distribute them.

'GATEWAY TO ORIENT'

Seattle has been called the "Gateway to the Orient" and the fact that it is 1,500 miles nearer Japan via the Great Circle Route than is San Francisco fortifies this claim. Ships with names from many lands put in at Seattle and find Elliot Bay and the port of Tacoma excellent loading and unloading points—and three days nearer the Far East. Teamsters are kept busy hauling supplies to the waterfront and picking up cargo



Brewster



DeMoss



Lindsay



Bowen



Jewell



Ratcliffe



Ballew

JOINT COUNCIL 28 officers are: President, Frank W. Brewster, Local 174, Seattle; Vice-President, Sam DeMoss, Local 353, Seattle; Secretary-Treasurer, Gordon Lindsay, Director, Automotive Service Division, Western Conference of Teamsters; Recording Secretary, B. I. Bowen, Local 353, Seattle; Trustees: Charles Jewell, Local 148, Wenatchee; Eric Ratcliffe, Local 66, Seattle, and James Ballew, Local 38, Everett.

for warehousing and redistribution.

A combination of a great geological formation plus man's use of this condition has added up to the development of an exceptional industrial area. The mighty Columbia River, said to have the highest hydroelectric potential of any river in the country, falls 1,288 feet in its 1,210 miles, 750 of which are in the state of Washington. Man is harnessing the mighty Columbia, taking advantage of the special endowments of nature to claim tremendous hydro resources. Grand Coulee Dam in east central Washington and Bonneville Dam in Oregon are the key structures in the development of the Columbia Basin.

KEYSTONE TO BASIN

Grand Coulee located in eastern Washington is the keystone to the Columbia Basin project. Teamsters were identified in the building of this mighty structure during its years of construction and with the canals and other facilities part of one of the largest single reclamation projects in the United States. Figures on the Grand Coulee project itself might come from a modern Paul Bunyan—four-fifths of a mile in length; twice as much concrete as its nearest rival (more than 10 million cubic yards and 48,000 carloads of cement); a

spillway more than twice the height of Niagara Falls with the world's largest power plant (rated capacity of two million kilowatts).

Behind this mighty monolith is Franklin D. Roosevelt Lake, 151 miles long, covering 85,000 acres and having a 600-mile shore line and a volume of almost 10 million acre feet. Power from the Grand Coulee project helps pump water to another great natural reservoir from which the water in turn goes into 4,500 miles of tunnels, siphons and canals built to bring water to thirsty acres. The development of the first 500,000 acres of the project is scheduled to be completed by 1958—provided the necessary appropriations are available from Congress. This is an important proviso since basic changes are being made in power and resource development in the West and new contracts have recently been signed on power projects which some say threaten the industrial future of the West.

During the last few years the industrial developments as the result of the great new power resources have been spectacular. The Pacific Northwest has become a great center for aluminum processing. The aluminum industry requires tremendous sources of electrical energy. This fact has lead the industry to develop around power resources, particularly in the Tennessee Valley and in the Columbia Valley of the Northwest. These great power resources were literally lifesavers during World War II turning out aluminum for weapons, especially for aviation during the critical years of defense and wartime production. The great centers of aluminum production include plants at Spokane,

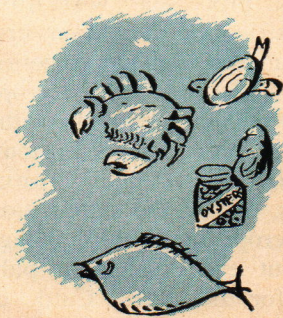
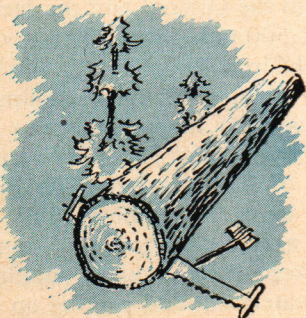
Wenatchee, Vancouver, Kelso and Tacoma.

ATOMIC PROJECT

Also requiring great sources of power is America's newest industry—atomic energy. Tremendous power was needed when the Manhattan Project to make the A-bomb was formed and for additional development under the Atomic Energy Commission. Isolation was an added factor in the atomic development and both power and isolation along with unlimited supplies of cold water from the Columbia were found in Washington when the great Hanford works were built. With production facilities requiring workers by the thousands and new installations under way, Teamsters have had a continuing role in the nuclear program.

More than half of Washington's total land area is in forests of which 85 per cent is in commercial forest area. Almost half of the state's forest land is occupied by coniferous saw-timber and a fourth by second growth conifers. Douglas fir predominates in the west and ponderosa pine in the east. Washington ranks second only to Oregon in saw-timber in the U. S. Timber and timber growing is called by the state its greatest natural resource.

Minerals are an impressive but



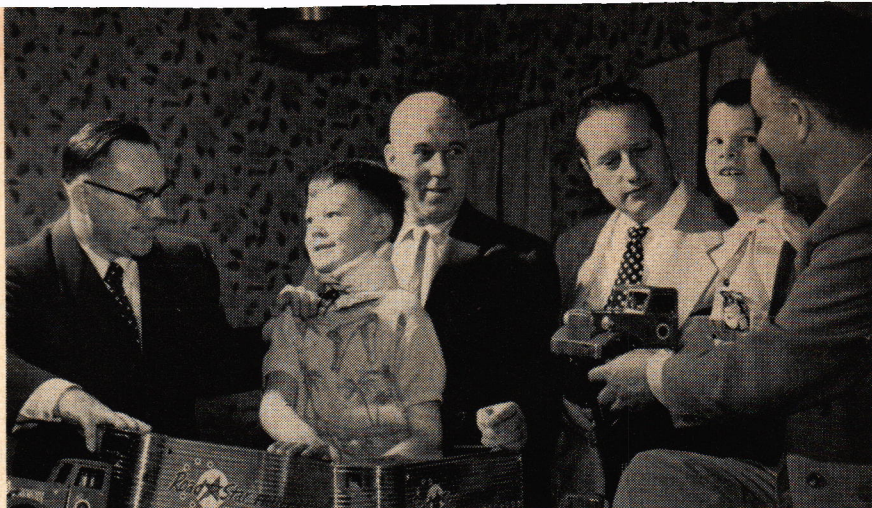
less known resource from Washington including more than 60 different varieties numbered among which are many a rare alloy metal such as tungsten and molybdenum; substantial quantities of copper, lead and zinc and coal are mined in the state.

Another great natural resource is the fishing which provides both commercial and recreational outlets. Commercial fishing began back in 1825 when the Hudson's Bay Company established Fort Vancouver and began drying and smoking salmon. Washington ranks with California and Massachusetts as fish producing states and Seattle is called the world's greatest halibut port. clams, crabs, oysters and shrimp are other products with salmon perhaps the best known of all of its fishery resources. Every year the joint council holds a "Salmon Derby" for members.

Teamsters have a stake in the great recreational resources which yearly bring tourists to the state by the million. Called the "Evergreen Playground" Washington boasts of spectacular national parks, Mt. Rainier and Olympic and 79 state parks. Mount Rainier is practically a trademark for Washington, but its fame doesn't obscure such other areas as Mt. Baker, Mt. Adams and Mt. St. Helens nor the facilities of Puget Sound with its land-locked salt-water harbor and winding bays, inlets, islands and narrows of some 2,000 miles.

Boating, fishing, speedboat racing attract the water enthusiasts while big game—deer, bear and other game is a challenge for the hunter. A progressive state government through the years has helped in a large measure to protect the natural resources for the people—local and tourist.

Washington is a great state to live in and work in, say its citizens and most will have no other. Teamsters have played a large role in building the state through the years and continue to provide the many services of the diverse local unions with leaders in the West feeling that despite the great progress in the past, the best years for Joint Council 28 are still ahead in this lusty, vigorous, expanding country.



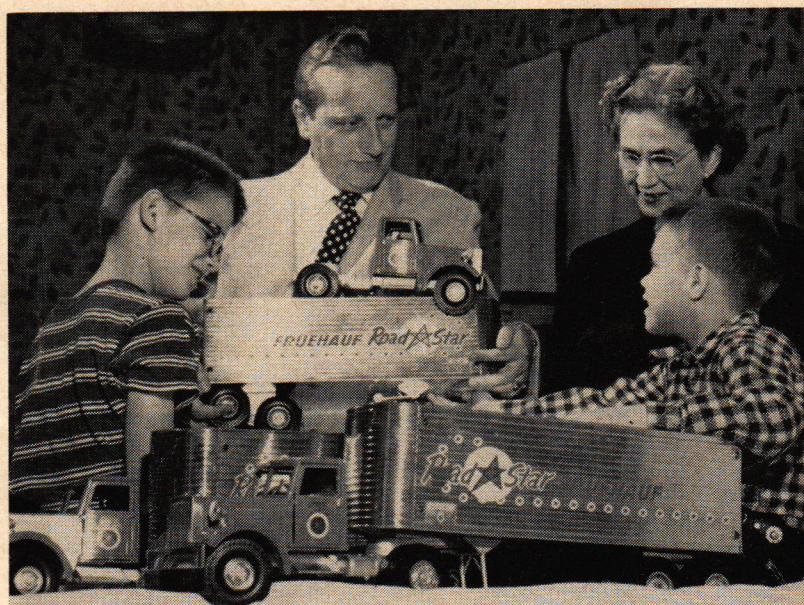
PRESENTING scale model trucks to young patients are, left to right: Jack Jorgensen, president, Joint Council 32; Sidney L. Brennan, International vice president; Robert Wishart, Local 1145 business agent, and Andy Jones, the local's assistant business agent. Happy youngsters are Harold Seeck (left) and Curtis Selander, both 9.

How They Make Friends for Teamsters in Minneapolis

TTEAMSTER Local 1145 of Minneapolis, which represents workers in the Honeywell plant, believes in making children happy at Christmas time. And the local also believes in the union service sign.

This year, Local 1145 combined the two and made everybody happy. The local was enthusiastic over the scale model trucks, complete with the union service sign and Teamster emblem. So, the union purchased a large quantity of the authentic reproductions, described in the last issue of *THE TEAMSTER*, for distribution as gifts in the polio ward of the Sheltering Arms Hospital in Minneapolis.

When the youngsters saw the handsome trucks—with steering wheels that really operate, heavy tires and sparkling baked enamel finish—eyes sparkled brighter than the shiniest Christmas tree ornament. Local 1145 had made a lot of new young friends—and a great many older ones in the Minneapolis area.



UNION MADE trucks, with union service stickers, are received by William Havener, 9, and Philip Kostolnik, 6. Watching tots are Business Agent Wishart and Mrs. Josephine Poehler, superintendent of the hospital.

EDITORIALS

Justice for Judges

(See President Beck's statement, page 4)

The Commission on Judicial and Congressional Salaries is currently holding hearings and making studies on proposed increases in salaries for members of the bench and of Congress. General President Dave Back has submitted a strong statement bearing on economic justice for the members of the Federal bench.

As President Beck points out, the judiciary is the great protector of our liberties—the liberty of our person and the safety of our property rights. The responsibility which the Federal bench bears in the public service is of inestimable importance. We call upon our most highly qualified citizens to take positions for life on the bench. To accept such a post requires a large measure of sacrifice, especially financial.

We pay the Chief Justice of the United States less than a small corporation would pay its sales manager—\$25,500 per year. And he has no adequate expense account, an omission which no properly operated corporation would tolerate for a moment.

The kind of men we call upon to accept judgeships are in the high earning power bracket of the bar—\$25,000 to \$50,000 and even more. Yet we ask them to take a post at \$15,000 or \$17,500 and only \$25,000 for the Supreme Court. The state of New York pays its Supreme Court judges—and that is not its highest court—\$28,000 a year as compared with \$15,000 for our Federal district judges.

The dollar buys only 52 per cent as much as it did in 1939; living costs are greatly increased and the impact of taxes, particularly income taxes, is very great indeed. We are seeing Federal judges leave the bench because they feel they cannot properly provide for their families. There is no widow's allowances under the present system. Both the lack of allowances and low salaries are shameful reflections on our estimate of the value of judicial service. Judges have had no increase since 1946 while there have been five raises in the Federal service in that time. There have been increases in private business to help meet changing economic conditions. Trade unions have done a great deal to help bring economic justice to millions of workers, but Federal judges have been helpless in gaining redress. It is time this omission were remedied.

President Beck has proposed that substantial salary increases be given, that a widow's allowance provision be adopted and that consideration be given to adequate expense accounts for judges for use in their official business. These are all meritorious suggestions—suggestions which we hope will receive consideration by the Commission making the study.

An Imperative Task

We are into a new year and we should, as a nation, be considering some new tasks which are designed to improve our general standard of living and improve our economy. We might advance several suggestions on many phases of this large problem, but there is at least one on which serious consideration and action seems to us imperative. That is the problem of adequate roads.

We are well into the motor transport age. Evidence piles up daily indicating the overwhelming need and usefulness of modern motor freight transport. Unfortunately, our highways are not up to our progress in trucking. What is even more vexing to trucking progress is that we do not seem to be doing a very good job of keeping up with or even approaching the demands for decent highways.

A new factor is entering the general picture this year which may well influence the highway situation. A number of experts are expecting some economic turn-down this year and to counter the deleterious effect of such a situation, the expenditures for public works are being suggested by many as a counterbalancing economic factor. While we do not believe that the remedy for real improvement lies in the impetus provided by declining business indices, we certainly can endorse the use of funds for highways as one of the most productive and useful ways in which public works programs can be geared to contributions to the economy both as a temporary employment measure as well as a long-time and much needed improvement in our transportation network.

Congress Has a Big Job

As Congress meets this month it has before it a staggering load of legislation covering practically the entire field of our economic, commercial political and international life. The American Federation of Labor through its vigilance in watching the trends in legislation has been able to come forward with constructive suggestions which, if adopted, would be of inestimable benefit to the entire country.

The production of legislation in the last session of Congress was meager, to say the least. Congress postponed decisions on many vital issues which were vital last session and are approaching the critical stage in this session. The technique of legislative postponement cannot be employed in this session. Too many problems demand both consideration and answers.

How the current session responds to the needs of

the country will determine in a large measure how many of the present members return next year—the great test will come at the polls when the records made by the members will be subjected to the voters' review and verdict. The best way members can assure themselves of a favorable verdict is to perform conscientiously and unselfishly for the people, not for the pressure groups. Congress has both a burden and an opportunity. Let us hope that by the time the session is over a constructive record of achievement will have been made.

Strong Evidence

With this issue of THE INTERNATIONAL TEAMSTER we are presenting what might be called a "case history" of success in the trucking by mail program. The text and photographs on page 18 tell the story of expediting the mail out of St. Louis, a key distribution center for the Mississippi Valley area.

The facts and figures tell a dramatic story—a story of bringing better service at lower costs to the taxpayers. This article is persuasive evidence that trucking by mail can do a fine job. The situation in and around St. Louis with respect to driver conditions is far from ideal, but that will be remedied no doubt.

The article appearing in this month's issue is the kind of report which should present an unanswerable argument in favor of the more progressive form of motor transportation, geared to modern needs. The article should make useful reading not only for the entire motor freight industry, but especially for Congress which must set policy on and provide for Post Office appropriations.

In the meantime, our members should be interested in this excellent example of the effectiveness of motor transport in helping to speed the mail.

Another Postponement

(See story page 23)

The Interstate Commerce Commission has postponed once again the effective date on which regulations governing trip-leasing will go into effect. This appears to be another step in the tactics of "divert and delay" which has marked the battle against the gypsy evil for the last few years.

One year ago—January 12, 1953—the United States Supreme Court affirmed cases carried to it by trucking interests attacking the authority of the I.C.C. to regulate trip-leasing. The International Brotherhood of Teamsters was in this battle providing legal counsel to help backstop the Government's position from the outset of the litigation.

In commenting a year ago on the outcome of the case General President Dave Beck said, "The case might never have come to trial but for the persistent probing the Teamsters carried on. For many years now our Union has been active in fighting the gypsy menace. We have fought that menace on all fronts and we entered into this fight to the finish."

The general president and others have warned the

Teamsters that the Supreme Court decision, while a great legal victory, did not mark the end of the story. We had anticipated further legal maneuvers and had said so even before efforts were made by those who would profit from the substandard conditions of gypsy trucking.

Our fight was won in the courts and now the irresponsible persons who profit from the miserable practice of the type of trip-leasing represented by the gypsy practices have shifted the fight to the legislative arena. Last year they failed to get an amendment through Congress but they will be back again before the appropriate committees to argue their case. In the meantime, they have been able, in the name of the farmer, to defer and delay the effective date of the regulations. This is another and not unexpected step in the long fight.

But the Teamsters have not given up and will not give up. We are in this literally to a finish. We are fighting not only for humane consideration of truck drivers and for decent standards of workers in our field, but we are also—even if they don't realize it—fighting for fair-minded employers and decency in the trucking industry. We are not going to give up this fight regardless of what arena of battle may be chosen—legislative, administrative or judicial. Teamsters don't give up nor do they scare easily.

A Turning Point

The constructive proposals of President Eisenhower on international control of atomic energy might well be a turning point in history. As this is written complete world reaction has not been reported, but it appears that everyone except Russia favors the suggestions put forward by the President.

If Russia refuses to accept the humanitarian and noteworthy proposals which have been praised by all political factions in this country, the Reds will be labelling themselves as enemies of common decency and progress. The patience of the West has been worn thin by the tactics of the Soviet Union. The initiative in an effort to find a solution of the problem of peace has been seized by the United States. It will be interesting to see what Russia has to say about the efforts to control atomic energy on an international basis.

If Russia declines to cooperate, she will be thwarting the hopes and aspirations of most of the world. If she cooperates and is sincere and honest in her cooperation, we can enter a great era of atomic development and turn much of the time, talent, and money which now goes into weapons of destruction toward constructive uses of permanent benefit to all mankind.

The latest information is that the Soviet Union will give the Eisenhower proposals "serious study." We hope that this study will be given in the spirit in which the original proposal was made before the world. The stakes are too great to lightly cast aside without most earnest consideration the great opportunity which could lead to a cessation of the atomic arms race.

Whatever course is taken, we have undoubtedly seen a great turning point in modern history.

*How Trucking Mail Brought
Better Service to One Area,
Big Savings to Uncle Sam*

MIDWEST APPLAUDS MAIL-BY-TRUCK

By John M. Redding

THE MEN who make the big U. S. Mail truck-trailers go in the 100-mile radius around St. Louis, advance mail delivery by 24 hours to hundreds of thousands of Americans.

And while they do it these men save the United States Government a quarter of a million dollars a year in mail transportation costs.

These are the simple basic facts that loom out of the picture of trucking of the United States Mails in and around St. Louis. Men move the mails in trucks fast, faster than ever before and for less money.

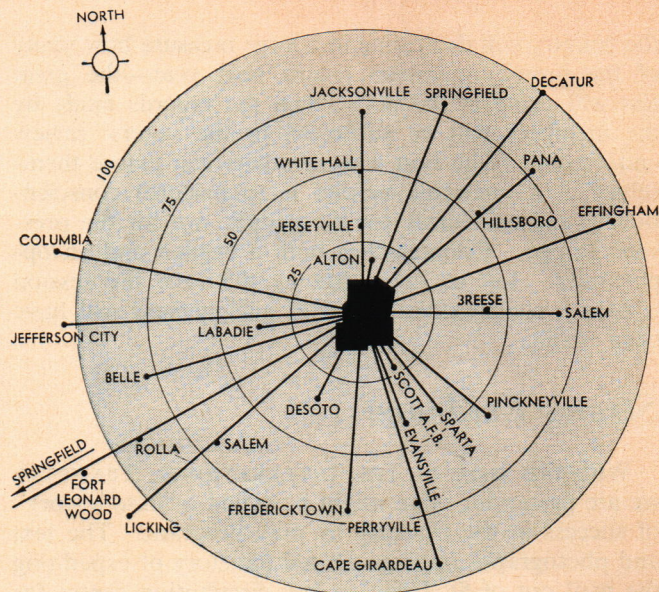
TRUCKING the mails involves the planning of men, the dedication of men and sacrifice by men to get that truck loaded, on the highway, to get it down the road on time, through snow and sleet, in the hot humid Summer nights and skirting the dangerous flood water of the Mississippi and its tributaries in the Spring.

What the truck driver does in homing the mail is felt throughout the entire gamut of the lives of literally hundreds of thousands of men, women and children in the area surrounding St. Louis. It affects international business. It affects the national defense. It affects the prosperity of every community.

John M. Redding is former Assistant Postmaster General and is now special consultant to the Independent Advisory Committee to the Trucking Industry, making detailed studies on the problem of transporting mail by motor truck.



GRANITE CITY, ILL., part of the great St. Louis industrial complex, is kept abreast of the world's business by good mail service. On the left Postmaster Carl Heaton, of Granite City; at right is Roy B. Rauschkolb, executive secretary of the Tri-City Chamber of Commerce and Bi-State Industrial Committee. "Trucking the mails advanced our mails 24 hours for delivery," says Rauschkolb.



What these drivers do represents a concrete, measurable saving to the taxpayer who supports the Post Office Department—a measurable saving of \$250,000 each and every year.

To measure this service and appreciate the sacrifice let us first visit the office of Harold Gibbons, head of the Teamsters Joint Council, in his small office in the Labor Health Institute Building at 1127 Pine Street in St. Louis, Mo.

Gibbons, a tall, lean man with an incisive manner and a voice and tongue that can sear, greets us with a handshake.

"You want to know about trucking the mails?" He leans back. "Trucking the mails is the only answer to the problem of mail users in this area. It is the only way in which speedy service can be given.

"It is the only way in which the Government can trim its immense transportation costs.

"It has been very successful in this area.

"But some of that saving in costs has been out of the skins of the men who drive the trucks.

"In fairness that will have to be remedied."

TRUCKING the mails in the 150-mile radius of St. Louis has advanced about 90 per cent of those mails by 24 hours. No mail has been delayed!

When the Post Office Department mail-by-truck program was instituted in 1951, St. Louis was one of the first areas considered because the mail service in and around St.

Louis had deteriorated badly as a result of declining railroad service.

Loss of mail trains through discontinuances by the railroads of local, branch and short line runs cost the Post Office Department about 70 per cent of the trains available to it in the 25 years from 1925 to 1950. From 19,404 trains in 1925 to 6,794 in 1950.

The St. Louis area was particularly hard hit. Mails were delayed all through the area. Complaints piled up from private citizens, from industrial corporations, from banks, in fact from every segment of the population and industry.

So St. Louis was a natural.

Facilities were poor, particularly troublesome was the problem of a St. Louis terminal.

But with the cooperation of Postmaster Barney Dickman of St. Louis, the old Plaza Post Office Station was made available as a truck terminal. It was, and is, a dingy, dark area, with space for only ten trucks at its narrow, antiquated docks. But it was a beginning.

Assistant General Superintendent John Menne of the Postal Transportation Service began investigations with the help of Post Office Inspector Joe Kenney.

They laid out a system of postal truck routes emanating from St. Louis like spokes in a giant wheel. And the routes were placed into service.

Overnight, mail service went from poor to excellent throughout the 35,000 square miles in the St. Louis area.

THE REASONS for this dramatic improvement are easy to enumerate. First, there was the loss of local, branch line and short line trains already mentioned.

Secondly, the remaining trains do not run on schedules that give good mail service. Assistant General Superintendent Menne pointed out:



TWO VETERAN drivers split the daily fourteen-hour Highway Post Office Run from St. Louis to Louisville. Here driver W. M. (Bill) Coons, center, takes a break to say: "The bus drives easy. The people treat us real good. I can't talk long. I've got 52 stops ahead." Right is Assistant Postmaster Jacob Ullrich, of Belleville, Ill. Loading the giant highway mail vehicle proceeds in the background. The HPO contract is held by Hayes Freight Lines, one of the responsible union contractors who handle mail from St. Louis. Coons is a member of St. Louis Local 600.

"... TRUCKING the mails improved our service by a full day. This is vital. ... " Abe Small, Belleville, Ill., businessman, gives view.



"Railroad service from St. Louis for this 150-mile area is bad from a postal transportation standpoint. There are no departures from about midnight until approximately 9:00 or 9:30 the next morning. But most of our mails for this area are ready to be dispatched after midnight. Thus, if we depend on trains, the mails sit in the terminals for some eight or nine hours. That means they miss residential deliveries and the early business section deliveries in destination cities and towns.

"After sitting for eight or nine hours in the postal terminal waiting for transportation, the mails then arrive at their destination in time to sit another 24 hours awaiting next day delivery.

"By truck the mails are moving when ready so that they are in the hands of the postmaster in the destination cities or towns in time to be delivered in the morning."

How does this work in practice?

We asked the Postmaster of Granite City, Ill., what he thought of it.

His name is Carl T. Heaton and his Granite City Post Office is a first class office with receipts, in 1952, of \$230,000. Postmaster Heaton said:

"The changeover to truck transportation advanced all of our mails, first class, newspapers and bulk mails alike, by 24 hours. It's meant a very great deal to the prosperity of this city. But let me have Roy B. Rauschkolb, of the Tri-City Chamber of Commerce and the Bi-State Industrial Committee tell you how important it is."

Mr. Rauschkolb took up the story:

"The population of the tri-cities, Venice, Madison and Granite City, Ill., has grown from 38,000 to 86,000 in ten years.

"Our bank deposits have increased from \$6½ million to \$22 million in 1952.

"New plants are springing up. There are two giant grain elevators being built.

"All depend on good mail service. Citizens living in our cities, who have moved here to work must have good mail connections with their friends and families in other areas.

"Banks must have prompt mail deliveries to keep abreast of their bank clearings.

"Businesses must have their invoices, their inventories constantly in balance and this can be done over far flung distances only by good mail service.



"PACKAGES COME in quickly by mail since the truck routes began operating. I have fewer headaches," Roy Haggard, center, tells his story to Charles Josephs, left, manager of the Belleville, Ill., Sears-Roebuck Company store. "Better business for us," says Josephs, "when things come through without delay."

"Grain elevators depend on rapid flow of information as to grain clearances in the world markets.

"We must have good mails to survive. In brief, it boils down to this:

"Good mail service, due to the use of trucks by the Post Office Department, has safeguarded the position of our Granite City industry. It has kept us in a closely interrelated and interdependent world market. We cannot overstress its importance."

At Belleville, Ill., where mail was advanced by 24 hours and at nearby Scott Air Force Base where mails were advanced by 30 hours, the story was similar. Postmaster Eugene Brauer of Belleville, told of the im-



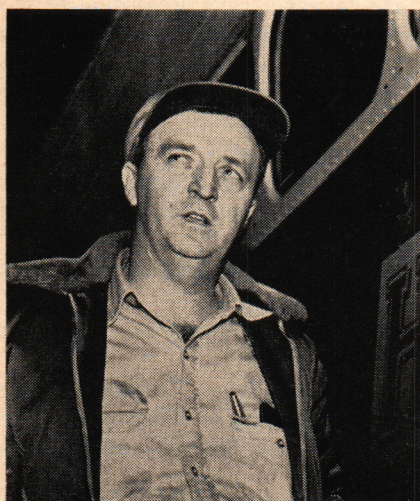
TRUCK DOCK at the Alton, Ill., Post Office is four feet wide, only 21 feet long. "Every day is chaos, morning and afternoon," says Postmaster Harold Klink, shown on the left. Superintendent of the Mails Herman Bockstruck, center, agrees. Mail to Alton is advanced for delivery by 24 hours through truck service.

provements in mail service by use of trucks to the Air Base and to his own city. He concluded:

"Advancing mails to the thousands of men at Scott Field has had an incalculable effect on their morale, I am told by the Military. As to the effect on Belleville business: go out and talk to some of the town's businessmen."

So we talked to Charles Joseph, manager of the local Sears-Roebuck Company store. Mr. Josephs, a small man with a neat brown mustache, considered the question, then said, "Let's go into our receiving department and talk to Ray Haggard, the receiving clerk."

Haggard, a tall, slim youngster, was enthusiastic.



HPO HAUL from St. Louis is a fourteen-hour haul garage-to-garage. Driver Hildreth L. Baker, a member of Locals 729 and 632, says, "mail is about the most important cargo you can get."



EVERY NIGHT the equivalent of eight 70-foot railway cars goes across the narrow, dark mail dock at St. Louis Plaza station, the truck mail terminal. A typical scene as mail moves into the trailers over portable conveyor belts. The operation annually saves the government \$250,000 and speeds the delivery of mail to 35,000 square mile area surrounding St. Louis.

"Better? I'll say it's better. We used to wait as long as a week for stuff to come through. Now it comes through without delay. It means a lot less headaches for me."

Josephs agreed, "And better business for all of us."

Down the street is Abe Small's haberdashery. Mr. Small, one of Belleville's most prosperous businessmen, answered our question:

"Postmaster Brauer and myself used to quarrel every day about the delays. Now I haven't seen him for a month and then it was a social call.

"It's vital to get your merchandise in time to sell. We get fast mail service now that this new service has been placed into operation."

At Alton, Ill., we ran into another phase of the problem. Postmaster Harold Klinke, in charge of this important first class office for nine years, said:

"Trucks have made the difference between poor mail service and excellent service. But I do think that some of our contractors bid in their routes too cheap. Consequently they cannot afford to pay their men enough, and they can't buy the kind of equipment that is necessary.

"Then we should have facilities in our post offices to allow the best use of this form of transportation. Let me show you."

Accompanied by his Superintendent of the Mails, Herman Bockstruck, we inspected the facilities of the Alton Post Office.

These facilities include a truck dock roughly four feet wide and 21 feet long. The storage space available consists of an area roughly 21 feet by 12 feet.

In these facilities Bockstruck's men are expected to perform adequate terminal service for seven star route straight trucks and four 30-foot truck trailer jobs which seek to load or unload in the same space of time, roughly 0300 a. m. to 0500 a. m. and again from about 0500 p. m. to 0700 p. m.

"The result," said Postmaster Klinke, "is absolute chaos every afternoon and morning."

MOST dramatic are the service improvements effected by the use of trucks for the transportation of the mail. But in the realm of cost the results have been equally dramatic, even if some of these gains have been taken in part out of the men who drive the trucks.

The overall savings amount to approximately \$250,000 per year under costs by railroad. This is possible because rail rates have risen by 98 per cent in the past two years. The railroads seek still an additional 45 per cent rate increase.

The truck, too, takes the mail from the post office door, or dock, directly to the post office of destination. There is no necessity for a costly mail messenger to take the mail to and from the railroad depot.

Here is a breakdown of costs on one typical truck haul contrasted with rail costs for the same traffic.

The haul is between St. Louis and Springfield, Mo.

By rail the cost for 239 miles at \$.66 per mile for line haul amounts to \$157.74. Added to this is a rail terminal charge of \$99.60.

Box Score: Service and Savings!

Following is a list of the postal truck routes which were placed in service with their impact on delivery of the mails:

Route—St. Louis and Decatur, Ill.	Effect on Service
Springfield, Ill.	24-hour advance in delivery; substantial savings
Springfield, Mo.	24-hour advance in delivery; big savings
Scott Air Force Base	Same service; substantial savings
Belleville, Ill.	30-hour advance in delivery; substantial savings
Alton, Ill.	24-hour advance in delivery; substantial savings
Sparta, Ill.	2 routes, 24-hour advance in delivery; substantial savings
Effingham, Ill.	Savings
Glenallen, Ill.	24- to 48-hour advance in delivery; substantial savings
Evansville, Ill.	24-hour advance in delivery; savings
Fort Leonard Wood	24-hour advance in delivery; substantial savings
Labadie, Mo.	24-hour advance; big savings
Pana, Ill.	24-hour advance; savings
DeSoto, Mo.	24-hour advance; savings
Salem, Ill.	24-hour advance; substantial savings
Belle, Mo.	24-hour advance; savings
Perryville, Ill.	All first-class advanced minimum of 24 hours; bulk mails advanced 24 hours; substantial savings
Licking, Mo.	24-hour advance; big savings
Pinckneyville, Ill.	24-hour advance; savings
Jefferson City, Mo.	Same time connections; savings
Jacksonville, Mo.	24-hour advance; savings
Columbia, Mo.	50 per cent of mail advanced 24 hours; remainder same connections; savings over 50 per cent
Cape Girardeau, Mo.	24-hour advance in delivery; big savings.

Thus the total cost *one way* by rail is \$257.34.

Round trip by truck costs \$160.70.

The Post Office Department has costs of about \$80 in terminal charges which it must accept to move the mail by truck.

Thus the total cost, *round trip*, by truck is \$240.70.

This compares with a *one-way* cost by rail of \$257.34.

In other words, the cost *round trip* by truck is less than the *one way* trip by rail. The savings on the 2-way movement amount to more than 55 per cent by truck.

The truck makes the same connections with star routes, mail carriers and onward bound trains as the railroad—for 55 per cent less in cost.

The explanation, of course, is the greater efficiency of the truck as a transportation medium.

One of the great service improvements made in the St. Louis area was the installation of a Highway Post Office from St. Louis to Louisville. Each morning one of the giant H.P.O.'s moves out of St. Louis eastbound. Simultaneously another bus starts westbound from Louisville. They meet at Princeton, Ind., where the drivers switch and take the giant vehicles on into their destinations. These vehicles have saved thousands of dollars for the taxpayers and given superior service to mail patrons. The H.P.O. operated under contract by the Hayes Freight Lines employs union drivers and observes all I.C.C. safety standards.

BUT as Teamster Leader Gibbons indicated, some of the service improvements and savings are "out of the skins" of the drivers.

On some of these St. Louis runs contractors have

bid in the routes too cheaply. To make up for these lapses equipment is not as good as it should be."

More important these cheap contracts necessitate long hours at low pay for the drivers. On these "skin" routes a seven-day workweek is common. Twelve and fourteen-hour days are the rule. Eighty-hour weeks for drivers occur regularly. Overtime pay is rarely paid.

Anything over 60 hours a week is a violation of Interstate Commerce Commission rules. But the I.C.C. has no jurisdiction over trucks hauling mails.

This condition will not last. Events are now moving to correct these evils.

Of this Teamster Leader Gibbons said: "We need a proper safety code. These drivers should be under the provisions of the Central States code. They should be paid better so that it isn't necessary to work 80 hours a week. The men shouldn't be paying so high a price to give good service cheaper for the Post Office.

"This will be corrected. We're working on this problem now. And when we get through the mail will still move faster, faster than now.

"The Post Office Department and the taxpayers will get superior service at costs far lower than those by rail."

Beck Supports Increase For Federal Judges

(Continued from page 4)

professional leaders of high training, education, position and responsibility.

We have seen cases of Federal judges dying and leaving very little for their widows. The few dramatic cases which have been brought to public attention should focus attention on the fact that unless judges leave some financial or property legacy their widows are unprovided for. This is a shameful state which should be remedied. I know of cases of Federal judge's widows who have had to take in boarders or go into small business enterprises to make ends meet. This is a situation completely unworthy of our regard for the high place the Federal bench occupies in the life of our country.

Insofar as salaries are concerned, we should apologize for the pay we give our Federal judges. We ask that a member of the bench be broadly experienced in the law, that he have the best of education, that he be a person of great wisdom as well as great intellectual attainment. To get this type of person we should draw from those in the bar who have made their mark in their pro-

fession and for the most part earn from \$25,000 to \$50,000 a year and sometimes more. These are the kind of people we demand for our bench. Yet we are unwilling to pay them decently. The Chief Justice of the United States gets less than the sales manager for an average small corporation. He doesn't even have an expense account, an omission which no enlightened business management in the United States would tolerate.

We call upon our leading citizens to dispense justice and yet as a nation we make them the victims of a great economic injustice. The financial course, it seems to me, is open to plain and simple remedies. There may be many phases of your investigation which require considerable study and I would, therefore limit my recommendations to those bearing on the matter of financial justice to those serving on the bench:

1. There should be taken immediate steps to give adequate compensation for the members of the bench. The proposals to raise the salaries of judges by \$10,000 is by no means extravagant. In fact, I

think the proposal too modest; for what we expect of our judges I would recommend that an increase near \$15,000 per annum be made.

2. Steps should be taken to see that widows of judges who have dedicated their lives to the judiciary be taken care of through appropriate widow's allowance measure.

3. No provision is made for expense accounts for the Federal judges. I would suggest that there be given earnest consideration to make some provision on this score. While I make no specific recommendation, I sincerely suggest serious study be given this proposal.

It seems to me that if we can effect decent improvement in the dollar scale, we can guarantee the people of the country that we will always have a Federal bench which can always discharge its fundamental responsibilities—responsibilities which protect us through proper administration of the law with equality and justice for all men.

I am aware of the proposed increases in salaries for Members of Congress which is also under study by your Commission. We are making a study as a matter of policy and hope to have a statement to make to your Commission before you file your final report. I can state now, however, that we will support a schedule of increases.

ICC Postpones Date for Regulating Trip-Leasing Until 1955; Effort to Strip Power by Congressional Action Foreseen

GYPSES WILL CONTINUE TO RIDE

REGULATION governing trip-leasing and the elimination of so-called "gypsy" trucking in motor freight received a serious setback recently when the Interstate Commerce Commission in a series of orders postponed until March 1, 1955, the effective date of the orders.

A series of three orders was issued November 30 governing the lease and interchange of vehicles. These orders comprise one more delay in the long road toward regulation of gypsies, regulation which has been sought by the International Brotherhood of Teamsters for several years.

Two of the three orders concerned the 30-day leasing period which had caused a great deal of opposition on the part of those who profit from the short trip-lease practice. One order postponed the effective date of the 30-day lease order from March 1, 1954 until March 1, 1955.

A second order permits a reopening for further hearings with respect to the 30-day rule and a third order issued November 30 provides a permanent rule regarding farm and other equipment, exempt from regulation which is in the nature of a substitute rule for a temporary order issued last year. This order permits trip-leasing of exempt equipment.

The trip-leasing controversy goes back several years and just one year ago this month the United States Supreme Court affirmed decisions of lower Federal Courts which had decided that the Interstate Commerce Commission does have authority to issue regulations governing trip

leases. The validity of the I.C.C. authority had been attacked by trucking interests. The International Brotherhood of Teamsters had supported the Government's position through the long legal battle through the District Court and the Court of Appeals and finally to and through the United States Supreme Court. Burton K. Wheeler, former United States Senator and an authority on transportation, represented the Teamsters in the long legal battle. Associated with his firm in the litigation was J. Albert Woll, general counsel to the Teamsters and of the American Federation of Labor.

(See Editorial, Page 17)

The I.C.C. action marks one more step in the legal maneuvering which has characterized the trip-lease controversy during the last few years. The Teamsters' Union was instrumental in presenting in extended hearings before the Interstate Commerce Commission evidence of abuses inherent in gypsy trucking and the short-term trip-lease.

After the I.C.C. had acted on the evidence and had formulated regulations, those opposing regulation attacked the efforts to regulate through injunction proceedings in the Federal Courts. The cases were carried to the highest court in the land with the authority of the I.C.C. sustained at every juncture.

Following defeat in the courts the forces behind trip-leasing and favoring the miserable practice of gypsy

trucking turned to Congress. During the last session desperate efforts were made to push through a bill, H. R. 3203, but the measure got lost in the final weeks of the legislative rush. Although failing to get a bill enacted which would curb the I.C.C. the efforts to thwart regulation were in a large measure successful. The Committee on Agriculture and Forestry of the Senate adopted a resolution calling on the I.C.C. to postpone the effective date of regulation since legislation governing the subject was pending.

Although no legislation had been passed, the I.C.C. did in fact postpone regulation. Some observers said that the strong pressure of some of the farm interests was largely responsible for action on the matter.

The recent revisions in the regulations are grounded in part on the desire for what has been called "building a more up-to-date record on the controversial features" of the whole problems. If this is the grounds, such a practice can postpone indefinitely and practically forever effective regulation. Every time regulations are issued, they will be somewhat different from those previously promulgated and thus are subject to attack in the courts. It takes considerable time to carry a case through all the Federal courts and through the United States Supreme Court. By this time, it may be argued that the I.C.C. may need once again to "build up-to-date record."

In the meantime, it appears that insofar as gypsy practices are concerned, the situation is virtually back where it was four years ago before the effort to reform motor transport began. And with regulation being delayed and postponed, those most in need of benefits from regulation—the imposed upon gypsy truckers and the legitimate operators victimized by unfair advantage which gypsy creates—must continue to suffer. During the coming session of Congress it is believed that strong efforts will be made to curtail some of the authority of the Interstate Commerce Commission taking away its authority affirmed by the Supreme Court, to issue regulations governing trip-leasing.

Construction Division Plans

To Step up Organizing Tempo;

Building Outlook Encouraging

EXTENSIVE SURVEYS OF INDUSTRY SET

AN intensive organizing program in the building and construction industry will be made this year, according to plans now being developed by the Building & Construction Materials National Trade Division. Basic policies were developed at a meeting last month of the National Trade Division which met in Washington, D. C., December 2 and 3.

The organizing program this year will go forward with emphasis on three main areas of activity: organization, jurisdiction, and national contracts.

In order to study these areas of work by the division, National Chairman Louis Gizzi named three committees which during the two-day sessions made special studies of the problems. The three committees were organization, jurisdiction and contracts committee.

Before the committees went into their special sessions the policy committee heard a report from Harold Therion, national director of the division, and an address from Joseph D. Keenan, secretary-treasurer of the Building & Construction Trades Department (AFL).

Director Therion outlined what he had found to be the chief problems confronting the Teamsters in the building, construction and building supply industry. He pointed out that 1953 had been a good construction year and that 1954 held great promise too in construction. He cited examples of several states which have on the boards long-range construction programs in the

civic, official and public works fields of building.

The director said that time did not permit a complete airing of jurisdictional problems encountered by Teamsters in the construction field but that he was certain that jurisdictional invasion was one of the most serious ones faced by the union. He said that in the area of national agreements the Teamsters had a long way to go before they had reached a point of satisfaction with regard to the percentage of unionization in the pipeline and

heavy construction phase of contracting.

Secretary Keenan of the AFL discussed problems of jurisdiction in the crafts affiliated with the American Federation of Labor and pointed out that failure to come to speedy agreements on jurisdictional differences could result in much construction work going non-union. Mr. Keenan answered a number of questions posed by the policy committee members.

Recommendations of the committees were concurred in by the policy members on the final day of the meeting. In organizational activities the policy committee decided to work in close cooperation with the National Trade Division, area conferences, and joint councils. The organization of the Central Conference of Teamsters and Eastern Conference of Teamsters is expected to speed work of organizing in the industry, the organization committee told policy committee members. Larry Monahan, Chicago, gave the organization committee report.

In connection with organization in the industry, affiliated locals will make every effort to cover the jurisdiction of construction drivers, building and supply drivers, ready-



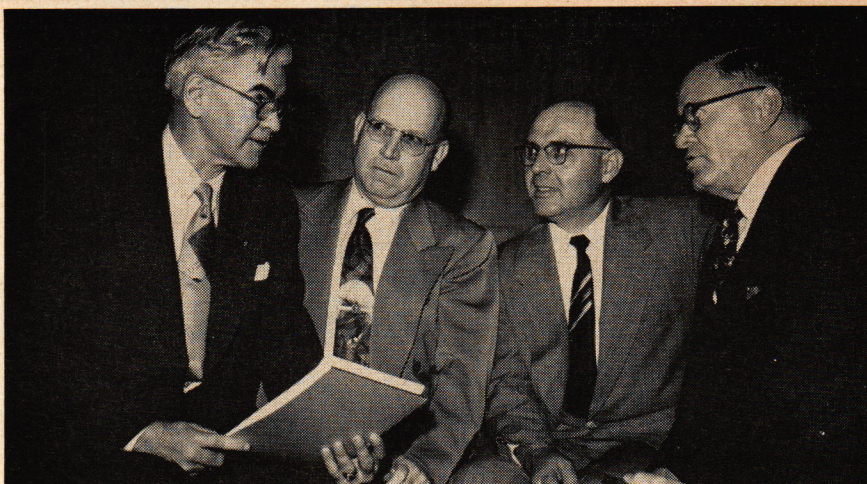
JURISDICTIONAL PROBLEMS were discussed by Joseph D. Keenan (second from left), secretary-treasurer of the Building & Construction Trades Department (AFL) when he met with the National Policy Committee of the Building & Construction Materials Trade Division in Washington last month. With Keenan (from left) are Thomas E. Flynn, secretary-treasurer of the Eastern Conference of Teamsters, Howard Therion, director of the Building & Construction Materials Trade Division and Louis Gizzi, Pittsburgh, Pa., chairman of the trade division.

mix organizations and related areas. Surveys will be undertaken to ascertain the degree of organization and the locals of the division will be provided with data by the national director for the purpose of aiding organization and educational work in the industry.

The jurisdiction committee recommended that the national director develop a special information form which can be filled out with pertinent facts and figures in any jurisdictional dispute which might occur. The consensus of the committee was that disputes information is often too incomplete to be useful to the national office. Every effort must be made by all locals in jurisdictional disputes cases to provide complete and immediate information to the National Trade Division, according to recommendations made by the jurisdiction committee and accepted by the National Policy Committee. Morris Alpert, Mobile, Ala., reported for the jurisdiction committee.

The contracts committee recommended that explorations be made at once in the pipeline and heavy construction fields in order to determine what immediate steps might be taken to improve Teamster organization in these phases of construction. The increasing volume of commodities being carried by pipelines and the growing network of pipelines makes this type of construction one of growing importance, the contracts committee pointed out. In 1954, there is likely to be substantial increases in volumes of road work, including bridges, access roads, turnpikes, freeways and other types of roads. Edward Carlson, Indianapolis, Ind., reported for the contracts committee.

Director Therion said that he will devote considerable time in 1954 to developing information on the industry, the degree of organization, problems facing the Teamsters and related data and will send reports to the affiliated local unions. He said that a constant flow and exchange of information on unionizing activities will go far toward aiding the division to attain its goal of greatly stepped up organization in 1954.



ORGANIZATION COMMITTEE members meet during the sessions of the Building & Construction Materials National Policy Committee sessions. Left to right: Larry Monahan, Local 731, Chicago; J. E. Salter, Local 13, Denver, Colo.; Ira C. Rhodes, Local 697, Wheeling, W. Va., and John H. Rohrich, International trustee, Cleveland.



JURISDICTIONAL ITEMS were high on the agenda of the Building & Construction Materials National Policy Committee with the above members named to a committee on jurisdiction. Left to right: Arthur F. Schofield, Local 251, Providence, R. I.; O. L. Ring (standing), Local 541, Kansas City, Mo.; E. E. Waller, Local 682, St. Louis, Mo.; F. H. Salter, Local 13, Denver, Colo., and Morris Alpert, Local 991, Mobile, Ala.



CONTRACTS are being studied by this committee named by the Building & Construction Materials Trade Division when the National Policy Committee met in Washington last month. Left to right (seated): Randall G. Miller, Local 968, Houston, Tex.; Louis Triscaro, Local 436, Cleveland, Ohio; Edward Doyle, Local 456, Yonkers, N. Y., and Edward Carlson, Local 716, Indianapolis, Ind. Standing: Martin Monroy, Local 339, Port Huron, Mich.; J. F. Ward, Local 216, San Francisco, Calif.; Earl L. Marcy, Local 639, Washington, D. C.; Walter Watson, Local 90, Des Moines, Iowa, and John O'Rourke, Local 282, New York City.



Turnpike Fever Is Spreading!

241-Mile-Long Ohio, Newest 'Dream Highway' Nears Completion; Will Cut Truck Time Across State Six Hours

THE 241-mile Ohio Turnpike, already providing truckers with hundreds of jobs in construction hauling, will supply another link in the growing network of fast toll roads which should prove a boom to the inter-city and inter-state truck transportation industry.

In Cleveland, a key city along the route, the city's Illuminating Company is already urging the construction of a mile-square trucking terminal adjoining the Turnpike right-of-way, complete with garages, hotel, bank and offices for trucking companies. The proposed plan would enable truckers to transfer loads without having to drive into the congested metropolitan area.

In the meantime vast areas, 200

to 500 feet in width, are being cleared to provide a right-of-way for the big road, grading is under way, bridges and other structures are being built, and the first paving has been laid.

In these efforts, hundreds of truck drivers are participating in a big way and are receiving a sizeable share of the \$200 million in direct and indirect wages being paid by contractors and suppliers. Total cost of the Turnpike will run about \$326 million.

Besides the hundreds of drivers now employed directly in Turnpike construction, hundreds more are finding work hauling materials to the right-of-way from mills, borrow pits and other points of supply.

Almost all of the Ohio Turnpike will be under contract by January 1954. A 22-mile section from the Pennsylvania state line to the interchange with Ohio Route 18, between Youngstown and Ravenna, was scheduled to be opened to traffic December 1, 1954.

When the rest of the Turnpike opens, in about October 1955, four to six hours will be sliced from truck hauling time across the Buckeye State. Later, when the link connecting the New Jersey and Pennsylvania Turnpikes has been completed, and Indiana's plans for a toll road have been realized, trucks will have the "green light" all the way from the New Jersey side of the Hudson River to the

outskirts of Chicago. With another eight to 15 hours trimmed from the New York-Chicago haul, the benefits of truck transportation will be greatly enhanced, especially in the shipping of fresh foods and other perishables. As a result, there should be more jobs for truck drivers, and certainly more agreeable traveling conditions.

With the opening of the entire Ohio Turnpike, truckers heading west will roll onto the new route at the end of the Pennsylvania Turnpike, head northwest past Youngstown and Warren and around the north side of the Ravena Arsenal. They will continue west on a line between Cleveland and Akron, passing north of Norwalk and Fremont and south of Toledo, and then make a beeline west to the Indiana line near Route U. S. 20.

In addition to the entrances at the two ends of the Turnpike, 15 traffic interchanges with the more important state highways will provide means to get on and off the Turnpike.

The Ohio Turnpike's pavement will offer sturdy support to the heaviest trailer-trucks. Built of 10-inch reinforced concrete on a 6-inch sub-base of frost-resistant materials, the road is designed for axle-loads up to 36,000 pounds—about twice the legal limit on public roads in most states.

The two roadways, each having two 12-foot lanes, will be separated by a center strip which is never less than 56 feet wide, and which reaches a width of 192 feet in the hilly terrain between Cleveland and Akron. To maintain this division of roadways through the length of the Turnpike, twin bridges are used when the Turnpike crosses over streams, railways and other roads. All intersecting railroads and roads will be carried either over or under the Turnpike.

Easy grades will permit trucks to haul loads all the way across the state without a shift in gears. There are no "up" grades of more than 2 per cent on the Ohio Turnpike, compared with maximums of 3 per cent on the New Jersey and 6 per cent on the Pennsylvania Turnpike. No "down grades" are more than

Turnpike Chief

Maj. Gen. Robert S. Beightler had distinguished careers as a civil engineer and as a military commander before be-



coming executive director of the Ohio Turnpike Commission. The turnpike director left the office of Director of Highways for Ohio in 1940 and served 43 months in World War II, participating in numerous Pacific battles.

Beightler has been interested in roads and highways since his youth. As a high school student in Ohio, he carried the "chain and rod" with road-building crews during summer vacations. Today, he is a nationally recognized authority on highway engineering.

The director's wartime decorations include the Distinguished Service Cross, Silver Star, Distinguished Service Medal, Legion of Merit, Bronze Star and Purple Heart.

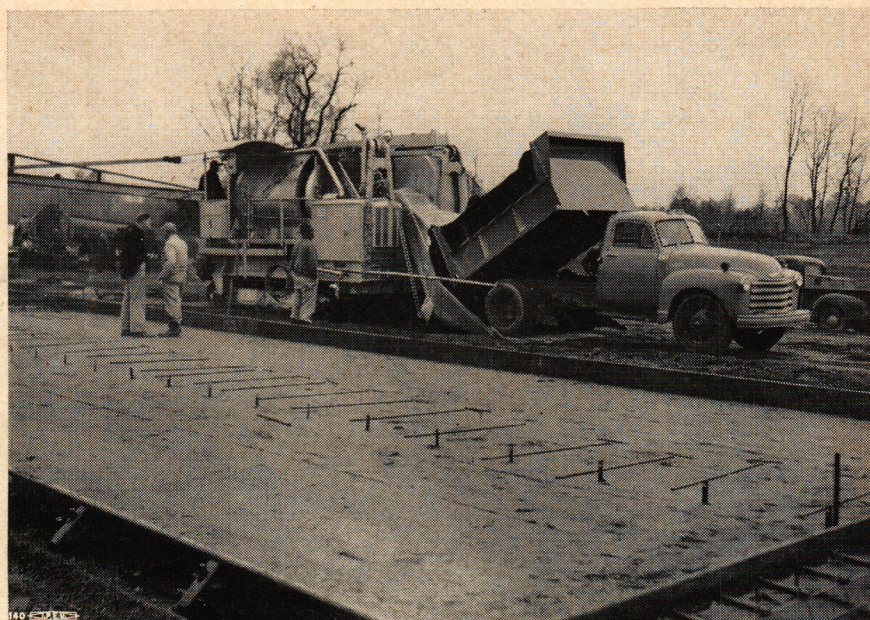
3.2 per cent. Curves are gentle—never more than 2½ degrees. Long, straight stretches, which are often tiring to drive, are avoided. There are no tricky curves, nor curves within curves. It will be fast and smooth sailing all the way.

One truck driver wrote to the Ohio Turnpike Commission, pleading that some way be found to elim-

inate the monotonous thub-bub of driving over the narrow horizontal expansion strips between slabs of pavement. Commission engineers told him not to worry, as the roadways are being so constructed that the concrete slabs will "stay put," and the space between slabs is being filled with an adhesive that will not protrude above the pavement level.

The Ohio Turnpike will be one of the first toll roads to have inside shoulders, eight feet wide, surfaced with a 3-inch layer of bituminous macadam. This will provide an "escape route" for a vehicle caught in a "squeeze" with two other vehicles. The outside shoulders, 10 feet wide, are also paved, for emergency parking. The contrasting patterns of black and white resulting from the arrangement of shoulders and pavements will aid the driver in keeping on the pavement.

To insure better drainage, the strip between roadways is depressed to a depth of about 4 feet in the center. There will be adequate room in the center strip for snow plows to pile snow off the roadways, so that melting snow will drain toward the middle instead of flowing back over the road and freezing in icy patches. The dip in the center also serves to prevent out-of-control vehicles from crossing the strip and



FIRST CONCRETE for Ohio Turnpike was poured in October near Petersburg, Ohio, where new highway will adjoin western end of the Pennsylvania Turnpike.

endangering traffic in the opposite roadway.

Guard rails are being placed along all fills of 10 feet or more, and along the abutments of bridges passing over the Turnpike. All curves will be marked by reflectors. The entire length of the Turnpike right-of-way will be fenced, to keep pedestrians and animals off.

According to present plans, service-station restaurant areas will be placed about 15 miles apart. They also may be located directly opposite each other to discourage the dangerous practice of parking on one side and walking across four fast-moving lanes of traffic for food and refreshment on the other side.

Special service facilities for trucks and their drivers may be provided. Last summer, a special committee of the Ohio Turnpike Commission interviewed truckers along the Pennsylvania Turnpike and at the Ohio Truck Rodeo. Dr. J. Gordon McKay, a member of the Commission, has said that he favored special truck service areas which would include restaurants, rest rooms with showers, and clean bunk quarters where truckers could sleep for an hour or all night for 50 cents. Dr. McKay also recommended that plenty of off-road parking space be provided.

The proposed mile-square truck terminal near Cleveland would be built off the right-of-way by private

interests. Two locations have been discussed—one near the interchange with Route U. S. 21, and the other on Pearl Road, near the U. S. 42 interchange.

The Ohio Turnpike will be well patrolled day and night by police cruisers and by emergency service trucks from garages near the Turnpike. Constant contact will be maintained by radio between mobile units, toll houses, and maintenance areas. Help will be dispatched to stranded vehicles as rapidly as possible, and information about hazardous weather and roadway conditions will be made promptly available all along the Turnpike. The use of electrical devices to warn drivers about sleet, ice, fog and snow is also being studied.

ESTIMATE OF SERVICE

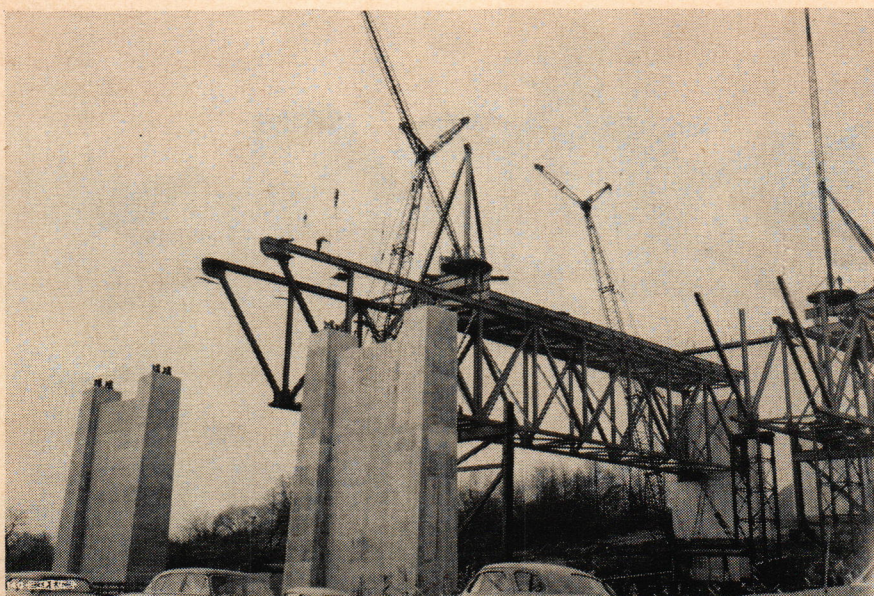
During the first year that the entire Turnpike is open, it is estimated that it will serve an average of 17,500 trucks and 21,500 passenger cars a day. The toll for heavy trucks will average 4.74 cents per mile. Trucks can be expected, however, to receive a tangible saving resulting from shorter travel time, lower mileage, lack of stops, and less wear-and-tear. Trucks traveling the Turnpike, it is expected, will also be exempt from Ohio's axle-mile tax. Needless to point out, traveling a smooth Turnpike is also going to save a lot of wear-and-tear on drivers' nerves.

In driving on present state roads across northern Ohio, the trucker faces numerous delays. Suppose, for example, he takes Route U. S. 422 into Youngstown, Route Ohio 18 from Youngstown to Norwalk, Route U. S. 20 from Norwalk to Fremont, and Route U. S. 6 from there to the Indiana line. According to the Ohio Turnpike Commission's traffic consultants, he encounters 37 communities, 86 grade intersections with highways and railroads, 89 restrictive speed signs, 75 traffic lights and two flashing beacons. Total time lost in stopping is 20 minutes; average speed is only 20 miles per hour.

Taking Route U. S. 224 across the state, the trucker passes through 36 communities and is delayed by 75 highways and railroad grade intersections, 81 restrictive speed signs, 40 traffic lights and five flashing beacons. He stops a total of 18 minutes and averages 21 miles an hour. Opening of the Ohio Turnpike will not only give drivers a non-stop route, but will also soothe traffic headaches on the present cross-state routes.

Recently, there has been considerable discussion among Ohioans regarding a second turnpike which would connect Cincinnati, Dayton, Columbus, Cleveland and Conneaut. Such a highway might eventually connect, via a proposed link through the northwest corner of Pennsylvania, with the New York Thruway, now under construction. An organization urging the building of a Lakes-to-Gulf toll road has already established headquarters in Cincinnati. Besides the well-patronized Pennsylvania and New Jersey Turnpikes, toll roads are prospering in Maine, New Hampshire, Connecticut, Oklahoma and Colorado. Others are nearing completion in New York and West Virginia, and perhaps a dozen more are in the planning-board stage in other states.

No doubt about it; the turnpike fever is spreading. Truckers and motorists who have saved time and money on the toll roads already in operation will eagerly await the opportunity to give the new Ohio Turnpike a try.



ON TWIN BRIDGES, now under construction, twin roadways of turnpike will march a half mile across valley of the Cuyahoga River, between Cleveland and Akron.

WHAT'S NEW?

Gapping Tool Gives Positive Alignment

Positive electrode alignment can be obtained by means of the spring steel gage wheel of a new spark gapping tool with a setting accuracy to .0005 inch. With it, all standard gaps from .022 inch to .040 inch on plugs from 8 mm to 16 mm can be set automatically.

Power Steering With Existing System

Power steering can now be installed with the existing steering system, including the steering wheel, undisturbed through the use of power steering equipment made in South Bend, Ind. Any place that is convenient is suitable for mounting the hydraulic power cylinder. From the location chosen, it is connected to act directly upon the steering cross rod and power to the steering linkage of the vehicle is then applied as straight line motion.

Eliminates Popping Noise in Exhaust

If you are troubled with loud popping noises from the exhaust when decelerating, there is a new device to eliminate this consisting of a spring-loaded check valve in the throttle valve body. This check valve opens when the manifold vacuum reaches 22 inches, changing the mixture so it will not support combustion. Thus the noise is eliminated.

Extra Heavy Duty Truck-Trailer Stand

A new extra heavy duty truck-trailer stand with an adjustable range of from 29 to 40 inches is now available specifically designed for parking heavily loaded truck-trailers. It is manufactured in Cleveland.

Chuck Converts Electric Drill

A 1/4-inch drill can be converted to a full 1/2-inch capacity electric drill through the agency of a new 1/2-inch chuck with a 1/4-inch adaptor which can be used on either hand or electric drills.

Plastic, Fiberglass Reinforce Roof Caps

Plastic reinforced with fiberglass is now being featured as roof caps for trailers to prevent the possibility of tearing by low hanging limbs or other obstructions. By leaving top areas unpainted, light can be admitted to the interior of the trailer, and the roofing material remits any punctures that might occur to be mended from the inside. The line of vans featuring these new caps has also a redesigned rear skirt and bumper assembly and recessed directional signals.

New Heavy Duty Elevating Tailgate

As high as 2,000 lbs. of payload can be lifted by the new hydraulically-powered, elevating tailgate from Milwaukee. Designed for mounting on any truck, it is available in two types of platforms, ramp or square edge, each with a load rating ranging between 1,200 and 2,000 lbs. No ground clearance is lost because of the manner in which all hydraulic mechanism is mounted to clear the axle housing. Also the possibility of floor sag is eliminated and a greater load capacity provided by the corrugated design of the tail gate.

Valve Refacer Grinds Wet or Dry

Wet or dry, a new valve refacer from a South Dakota firm grinds and will reface valves with heads up to 4-in. in diameter within the valve stem range which has a capacity of from 9/32 to 9/16 in. Equipped with a 5-in. grinding wheel, the valve face angle range is from zero to 90 degrees with a positive-stop feature and minus one degree setting. The tables are constructed with V-ways with automatic take-up to allow for wear.

Introduce New Impact Wrench

A Wisconsin manufacturer has placed on the market an electric impact wrench with a 1/2-inch square drive which will deliver up to 2,000 rotary blows per minute. This handy device, through its special attachments, can handle either slotted or Phillips screws and by merely twisting the end cap, a forward or reverse action can be obtained.

Check Trailer Axle Alignment

A simple but ingenious product from Denver now makes it possible to check your trailer axle alignment without the

necessity of removing the trailer wheels. First, the device extends the trailer kingpin center down to the level of the ground or floor. Then a direct measure from the extended kingpin center to the center points of the axle extensions mounted on each end of the trailer axle is made to assure their being equidistant on each side.

Highly Maneuverable New Power Sweeper

Sweeping over 100,000 square feet per hour at speeds from 2 to 6 m.p.h. is a new power sweeper which reportedly covers a 36-inch wide path. A particularly attractive feature is the fact that one man can tilt and dump the dirt hopper even when it is fully loaded.

Greater Rigidity For Truck Bodies

Greater rigidity and less vibration is supplied to motor trucks bodies through a new structural material which also reduces the overall weight. To one or both sides of a plywood core, the material, a laminate, is bonded with a metal facing which is usually approximately .025 inch thick. Weldwood fir plywood is utilized for the core material and ranges from 1/4 to 3/4 inches in thickness.

Lock-Nut With "Spin-Down" Action

A newly-designed lock-nut is being marketed with a "spin-down" action, said to permit fast application and greater ease of handling. The nut is finger-free until it has made contact with the work, unlike friction type lock-nuts, and once the point of contact has been reached, all the play is taken up by a quarter turn.

Hydraulic 5th Wheel Lifts Heavy Loads

Up to 60,000 pounds can be lifted as high as 24 inches above the bed level by means of a new hydraulic fifth wheel produced in Chicago for use by road builders, machinery movers, tractor delivery companies and house movers.

This highly adaptable unit can be employed in loading and unloading both drum and pallet skids, grain, roll paper and heavy liquids onto conveyor type floors. The hydraulic lifting fifth wheel, however, is not recommended for spotting, although it can lift 10 inches higher than standard spotters, because it would strike the dock canopies when lifting.

TEAMSTER TOPICS

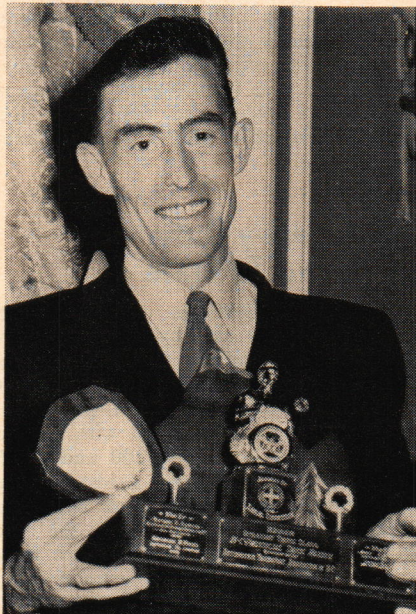
Union Service

Big gains in organization of gasoline service station personnel in the Minneapolis area are reported by Ray Flick, secretary-treasurer of Teamsters' Local 977. Flick credits an increasing demand by motorists for union service as a chief factor in the organizing success. More motorists are asking for assurance that they are patronizing a union station, the Teamster local officer said, and attendants and operators are recognizing more and more the value of the union service sign.

'Forgotten' Workers

City workers in Reading, Pa., are "forgotten men," Robert Schell, secretary-treasurer of Teamsters Local 429, has charged. Schell said the city employees have not received a wage increase since July, 1950, while, in the meantime, the cost of living has continued to climb. Reading's mayor, James B. Bamford, denied the workers had been forgotten, but promised to look into the Teamster local officer's appeal in behalf of the city's employees.

Canadian Champ



Winner of the Canadian National Truck Rodeo in Toronto was George M. McNabb, a member of General Teamsters Local 31 for a number of years. McNabb, a city driver from Vancouver, B. C., won over hundreds of competitors in the contest of skill and safe driving records, to become Canada's best "straight" truck driver.

Cooperation

The AFL Sign Painters have appealed for Teamster cooperation in seeing that lettering and sign work on trucks are done by union painters. General President L. M. Raftery of the AFL union reports the sign painters are conducting a vigorous organizing campaign in this jurisdiction and that Teamster help is earnestly solicited.

Good Will in Tucson

Union funds from drivers of the Yellow Cab Co. in Tucson, Ariz., are in unusually safe hands. Shop steward for the drivers is Leonard Hartman, a man who literally runs his legs off to be honest.

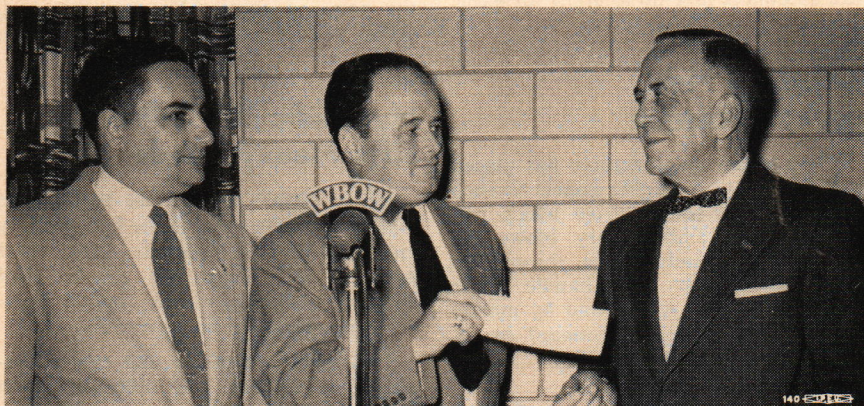
One night, a few weeks ago, Hartman discovered a bag containing \$600 in cash and a deed to a \$90,000 ranch in his cab. Hartman got off from work at 7 o'clock in the morning. Instead of going home on the bus, as he usually does, the Teamster hailed a cab and went looking for the customer who had been careless with the money. He found Miss Marian W. Byrd at a motel. Ranch owner, she had come to Tucson to pick up a payroll.

Miss Byrd naturally was lavish with praise for Hartman. And, she said she would reward his efforts with a Christmas remembrance.

Plenty of Licking

Local Union 672 of Bremerton, Wash., was among the hundreds of locals making big purchases of the three-cent stamp commemorating the 50th anniversary of the trucking industry. Business Representative Harold Staley of Local 672 bought 4,000 of the three-centers, a lot of licking by any calculation.

Wins National ACT Slogan Contest



Teamster and trucking representatives congratulate James A. O'Halloran (right) Terre Haute, Ind., winner of the national slogan contest conducted by the Independent Advisory Committee to the Trucking Industry. J. W. Oakley, left, president of the Teamsters, Terre Haute, and J. E. Nicholas (making check presentation), general manager of the Indiana Motor Truck Association, Indianapolis, represented ACT. O'Halloran's slogan was "Trucking Has United the States."

Dimes March

Strong endorsement was given late last month to the annual March of Dimes campaign by General President Dave Beck in a letter to the National Foundation for Infantile Paralysis, sponsor of the yearly drive.

President Beck in a letter to James J. Herkenham, Jr., director of labor union services for the foundation, said, "I am happy to urge all Union Teamsters to give the 1954 March of Dimes their best effort in the forthcoming campaign for funds. The program of the Foundation is one which must be carried on until the dread malady of polio is stamped out."

Writing to the Foundation, Mr. Beck also said, "the program of the National Foundation for Infantile Paralysis is one which warms the hearts of all Union Teamsters. Nor can we forget the illustrious founder of that great humanitarian crusade, the late Franklin D. Roosevelt . . . I am aware of the tremendous work that has been carried on by the Foundation throughout the country in combatting polio as well as in the field of research to find its causes and its cure. Our people understand what is being done and they warmly approve."

Closing his letter, the general president said, "let me assure you that the Teamsters will give the 1954 March of Dimes the same all-out support that they have been glad to give in past campaigns."

Awarded Certificates

Two Teamsters have recently been awarded certificates of completion from the University of Illinois, Institute of Labor & Industrial Relations course in labor legislation and union administration.

Howard E. Crawford, Local 627, Peoria, Ill., and Marion Hulse, Local 685, Pekin, Ill., took part in the eight-week discussion program under the sponsorship of the university.

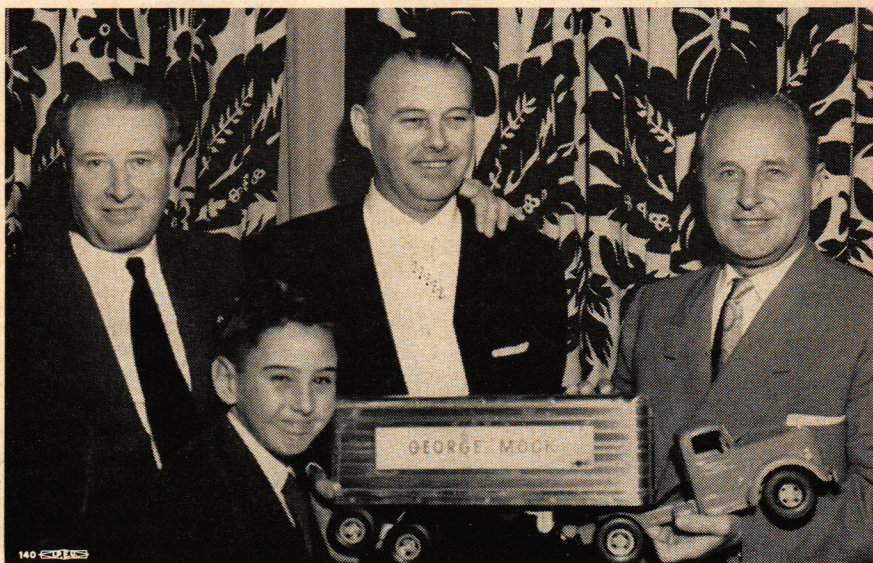
The Teamsters met with a group of trade unionists on eight Tuesday evenings to discuss health and wel-

Study Union Finances at Teamster Office



General Secretary-Treasurer John F. English points to business machine operated by Virginia Conners in headquarters office during visit of Italian trade unionists studying finances under the Foreign Operations Administration sponsorship. With Mr. English are (left to right) Luigi Consiglio, secretary of Airline Employees; Renato Bonaccini, CISL national officer, and Antonio Trivelli, regional officer of CISL, national union confederation. Twelve Italians visited headquarters during their trip to America.

West Coast Teamster Honored



TEAMSTER ORGANIZER George Mock was feted early in December at a testimonial dinner at the Fairmont Hotel in San Francisco. Mock was recently named international organizer in charge of the San Joaquin Valley area. Above, the honoree is receiving a model trailer-tractor combination at testimonial dinner. Left to right: Vice President Joseph Diviny, Organizer Mock and Frank Brewster, International vice president and president of the Western Conference of Teamsters.

In front is Tommy Mock, son of the honor guest.

fare plans, social security, unemployment compensation and other labor relations developments. The

program was conducted in Peoria, Ill. Walter Polner, university instructor, led the talks.

LAUGH LOAD

You'll Get It

"My little daughter has swallowed a gold coin and has got to be operated on. I wonder if Dr. Robinson is to be trusted?"

"Without a doubt. He's absolutely honest."

★

Makes His Own

"It's a genuine antique, sir."

"But you are asking a fearful price for it."

"Well, sir, look how wages and the cost of materials have gone up!"

★

Sympathy

"Why did you vote to keep that contestant from being admitted to the senate?"

"Out of sympathy," answered Senator Sorghum. "Being a statesman has become one of the hardest jobs on earth and he has had trouble enough."

★

Tall Tale

Teacher—Jimmy, you should strive to be a successful man. You should aspire to reach the pinnacle of fame. Do you know what pinnacle means?

Jimmy—Yes, teacher; my father always enjoys a nice quiet game of pinnacle.

★

Overlooked

Wife—Do you realize that 25 years ago today we became engaged?

Absent-minded professor—Twenty-five years! You should have reminded me before. It's certainly time we got married.

★

Rude Awakening

"I've cured my husband of coming in late at night."

"How?"

"When he comes in, I call to him, 'Is that you, Bill?'"

"How does that cure him?"

"My husband's name is Jack."

★

Two Tight

"My father used to do a tight-rope act in the circus until he fell and hurt himself and had to quit."

"Wasn't the rope tight?"

"The rope was tight, all right, but so was Pop."

★

Incentive

"Oh, here's the place mother told me to stay away from. I thought we'd never find it!"

★

Hopeless

"Where have you been for the last four years?"

"At college, taking medicine."

"And did you finally get well?"

★

Cagey

"Why don't you drown your troubles?"

"I would, but I can't get her to go in swimming with me."

★

Mal de Mer

She: "You remind me of the ocean."

He: "Wild, romantic and restless?"

She: "No, you just make me sick."

★

Impossible

After the service the preacher, an old-fashioned type, favored the old lady with his views on eternal punishment. There was a great deal of fire and brimstone in it.

"I don't believe it," the old lady said impulsively. "No human constitution could possibly stand it."

★

The Cad

He: "Did anybody tell you how wonderful you are?" She, smiling: "I guess not." He: "Then where'd you get the idea?"

★

Oh, Come Now

The worried leopard walked into the optometrist's office and said:

"Doc, you'd better examine my eyes. Every night when I come home to my wife, I see spots before my eyes."

"What's so odd about that?" asked the optometrist.

"The thing is," said the leopard, "I'm married to a zebra."

★

Wrong Thing

Two spinsters happened to meet on the

street one day after many years apart. They hugged and kissed each other and began to reminisce.

"Mable," said the first, "do you still look under your bed every night?"

"Always," Mable said.

"And do you ever find anything?"

"Sometimes," Mable said, "but usually only in old fashioned hotels."

★

To Add Interest

An Englishman was once invited by a New Yorker to accompany him on a hunting trip to Long Island.

"Large or small game?" queried the Britisher, who had hunted in every quarter of the globe.

"You don't expect to find lions and tigers on Long Island, do you?"

"Hardly, but I like a spice of danger in my hunting."

"In that case," answered the New Yorker, "I'm your man all right. The last time I went out I shot my brother in the leg."

★

And Won't Start Now

He: "Do you object to petting?"

She: "That's something I've never done."

He: "Never petted?"

She: "No, never objected."

★

Can't Win

Three cellmates in a Red prison were talking things over. The first factory hand said he was accused of "absenteeism" for being late to work. The second told how he was five minutes early for work and was charged with spying. The third one said, "I came to work on time, and they accused me of buying a Western watch."

★

I'll Try Just One

"I'm going out to buy a book."

"A book?"

"Yes, my husband bought me the most adorable reading lamp yesterday."

★

Just for Fun

At the end of the number the band leader walked over to his piano player.

"You played that with feeling, Bixby," he smiled. "Now try playing it with the rest of us."

★

Some Deal

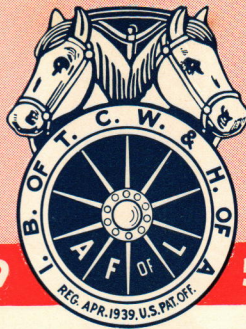
He bid high for the parrot, and finally it was knocked down to him. Paying his \$50, he asked:

"Does this parrot talk?"

"Who do you think was bidding against you?" the parrot inquired.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

DAVE BECK
General President



JOHN F. ENGLISH
General Secretary-Treasurer

19 54

JANUARY

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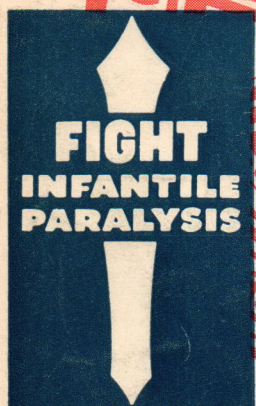
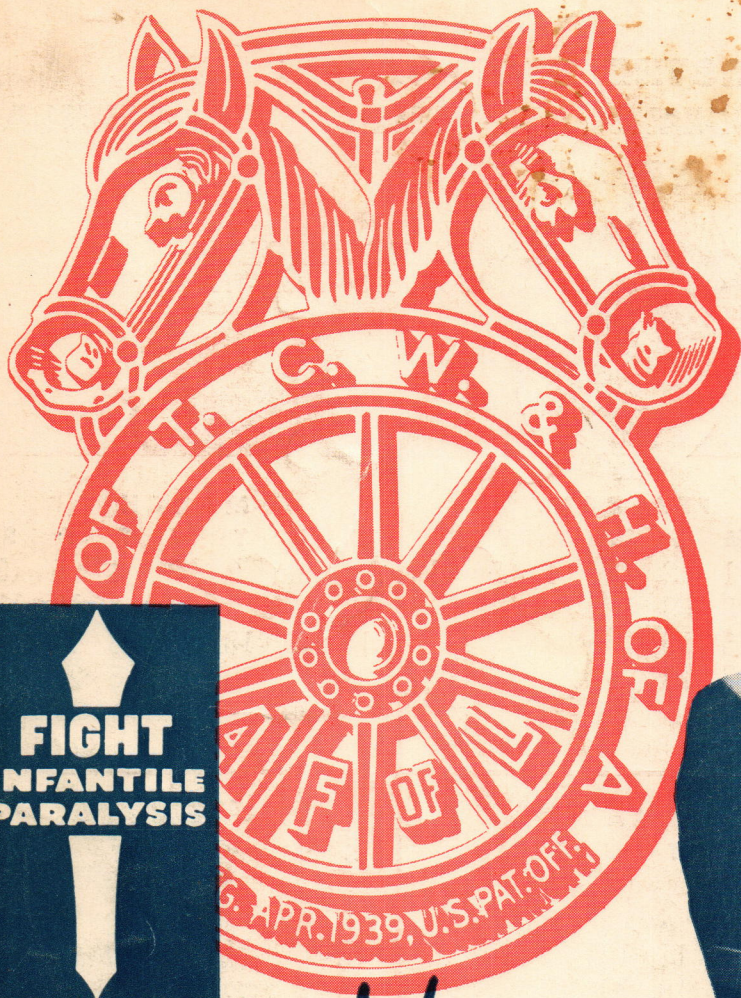
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STOP AND SHOP AT

THE SIGN OF SERVICE



Help Now!

RESEARCH WILL WIN



Join THE MARCH OF DIMES